The LTP2 Long Term Strategy: 4 Key Transport Priorities for 2020 (p53) vs SEA Headline Criteria

The LTP2 Long Term Strategy: 4 Key Transport Priorities for 2020 (p53)	SEA Headline Criteria (see key below for criteria)											Comments / mitigation
	1. Air Quality	2.Soil and Geology	3. Water	4. Landscape and Townscape	5.Biodiversity, Fauna and Flora	6. Archaeology and Cultural Heritage	7. Climatic factors	8. Human Health and Safety	9. Noise and Vibration	10. Population	11. Material assets	
	Compatibility: X (potential conflict) , ✓ (compatible), ⇆ (either potential conflict or compatible depending on how it is implemented, - (neutral) or ? (uncertain)											
We want to achieve a transport strategy that enhances the quality of Island Life. Helps ensure economic prosperity by connecting people, improving access for all.	⇆ / ? Could increase traffic and cause greater emissions to air, or increase public transport use, walking and cycling	⇆ / ? Could mean engineering works – impacts on soils e.g. compaction, erosion, loss of agricultural function, devt. In instable areas?	X / - / ? Could mean engineering works – impacts on water courses in construction e.g. surface water run-off, siltation	X / - / ? Greater movement across Island incompatible with protecting landscape? i.e. affect tranquillity, visual impacts from new paths etc.	X / - / ? Greater movement across Island – disturbance, air pollution, transport development risk to sites causing fragmentation etc.	X / - / ? Greater movement across Island – disturbance of sites, traffic impacts on settings of sites and conservation areas	X / - / ? Could increase traffic and cause greater emissions to air. Transport development in flood plains etc	⇆ / ? Increase physical activity or increase emissions from traffic growth – impact on health	- Not likely to affect noise and vibration levels.	✓ Improves access	✓ / ? Could improve infra-structure	Assume 'Enhancing quality of life' is in line with central Government definition of 'quality of life' which is compatible with sustainable development. This first priority could be amended to ensure that quality of life is enhanced in ways compatible with environmental issues.
We will achieve this by the effective provision, coordination and management of transport networks for all modes of transport and transport users, minimising delays and	✓ Reduce congestion	X / - / ? Could mean engineering works – impacts on soils e.g. compaction, erosion, loss of agricultural function, devt. In instable areas?	X / - / ? Could mean engineering works – impacts on water courses in construction e.g. surface water run-off, siltation	X / - / ? Facilitates movement across Island – impact on landscape	X / - / ? Facilitates movement across Island – disturbance, air pollution, transport development risk to sites causing fragmentation etc.	X / - / ? Facilitates movement across Island – disturbance of sites, traffic impacts on settings of sites and conservation areas	X Does not reduce emissions,	✓ / ? Improve condition and safety of roads?	- Not likely to affect noise and vibration levels	✓ Increase access	✓ Provision and management of transport networks – improve condition	'Effective management' could be compatible with more of the SEA Criteria e.g. air quality, landscape. Do the next priorities follow on from this one or are they separate?

The LTP2 Long Term Strategy: 4 Key Transport Priorities for 2020 (p53)	SEA Headline Criteria (see key below for criteria)											Comments / mitigation
	1. Air Quality	2.Soil and Geology	3. Water	4. Landscape and Townscape	5.Biodiversity, Fauna and Flora	6. Archaeology and Cultural Heritage	7. Climatic factors	8. Human Health and Safety	9. Noise and Vibration	10. Population	11. Material assets	
Compatibility: X (potential conflict) , ✓ (compatible), ⇄ (either potential conflict or compatible depending on how it is implemented, - (neutral) or ? (uncertain)												
disruption.												
We want to minimise the number of casualties and fatalities caused by the operation or use of the transport networks, with an emphasis on the safety of vulnerable groups.	- Unlikely to affect air quality	X / - / ? Could mean engineering works – impacts on soils e.g. compaction, erosion, loss of agricultural function, devt. In instable areas?	X / - / ? Could mean engineering works – impacts on water courses in construction e.g. surface water run-off, siltation	⇄ / ? Reduce speeds in tranquil areas. Traffic calming impact on townscapes.	X / - / ? Engineering works (e.g. junction improvements etc) could impact on wildlife sites etc (e.g. hedges)	X / - / ? Engineering works (e.g. junction improvements etc) could impact on historic sites.	- / ? Unlikely to affect emissions of greenhouse gases. Engineering works in areas at risk from flooding?	✔ Clear compatibility	- Not likely to affect noise and vibration levels	✔ Increased safety could make transport more accessible	✔ Should improve condition of roads	Could be more explicitly aiming to improve condition of infrastructure. Needs to be ore closely linked with the other priorities, i.e. all should be improving safety but also protecting people, communities and the environment.
We want to protect the people, communities and environments that could be adversely affected by poor air quality, in particular where transport can be a significant factor.	✔	- / ? Uncertain relationship	- / ? Uncertain relationship	- / ? Uncertain relationship	✔ / ? Decrease air pollution – benefit biodiversity, fauna and flora	- / ? Uncertain relationship	✔ Should reduce emissions to air.	✔ Improve health in those vulnerable to respiratory problems resulting from poor air quality	- / ? Uncertain relationship	- Not likely to affect access	- Not likely to affect physical quality of infra-structure	Priority should also include noise and vibration effects, and should be expanded to include other environmental impacts of transport e.g. townscape, biodiversity

Key:
SEA Headline criteria
1. Air Quality: To develop the transport network to maximise access whilst minimising detrimental impacts on air quality.
2. Soil and geology: To ensure the transport network does not adversely impact upon geology and soils, and which reduces the risk of erosion and instability due to human activity.
3. Water: To maintain and improve the quality of the Island's watercourses, groundwater systems and to prevent an increase in risk from flooding
4. Landscape and townscape: To protect and enhance the Island's landscape and settlement character.
5. Biodiversity, fauna and flora: To conserve and enhance the Islands biodiversity, fauna and flora.
6. Archaeology and cultural heritage: To protect the Islands historic environment and cultural resource
7. Climatic factors: To reduce the Islands contribution to climate change and to limit engineering works at risk from flooding and the effects of climate change
8. Human health and safety: To protect and improve the safety and health of the population.
9. Noise and Vibration: To limit the risk of adverse noise and vibration effects and protect tranquil areas.
10. Population: To improve accessibility for all sectors of the community, and minimise severance by sea.
11. Material assets: To improve and maintain the physical quality of the Island's transport infrastructure network

General notes/recommendations on compatibility analysis:
- Are the priorities meant to be read as a whole? If so, this could be made clearer and this would improve the compatibility with the SEA criteria. Recommend the priorities are amended to strengthen the relationship with the vision and that they are mutually supportive.
- The priorities are narrow in coverage and could be broadened out to better reflect the sustainable development agenda, e.g. to include reducing vulnerability to climate change, biodiversity, heritage, noise etc. The priorities ought to tie in with the SEA Framework.
- There is no mention of improving modal choice or mobility. Should these feature within the priorities?
- Should more rural communities be more specifically mentioned?
- Should the priorities include creating better links between towns, by means other than the private car?