Suffolk County Council

Scoping Report

for the Sustainability Appraisal (incorporating Strategic Environmental Assessment)

of the

Suffolk Local Transport Plan 3

For Suffolk County Council

May 2010
(As revised following consultation November 2010)

Prepared by the Research & Intelligence Group, Planning and Performance

For all enquiries and more information regarding the contents of this report, please e-mail: Suffolk.LTP@suffolk.gov.uk

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1. Introduction

1.1 Purpose of the Sustainability Appraisal Scoping Report

Sustainability Appraisal (SA) is an assessment of the possible environmental, social and economic impacts of a proposed plan, policy or programme. This report is the first stage in undertaking a SA of the third Local Transport Plan (LTP) 2011-2031. It is the Scoping Report where the baseline environmental, social and economic conditions are set out, relevant European, government and local policies are identified and the objectives for undertaking the SA of the LTP are proposed. This document is presented for consultation with the three statutory agencies (Natural England, Environment Agency and English Heritage), stakeholders and the public to determine whether the right range of issues have been identified and SA objectives and indicators selected to ensure an appropriate appraisal of the plan can be undertaken.

1.2 The Suffolk Local Transport Plan Starting April 2011

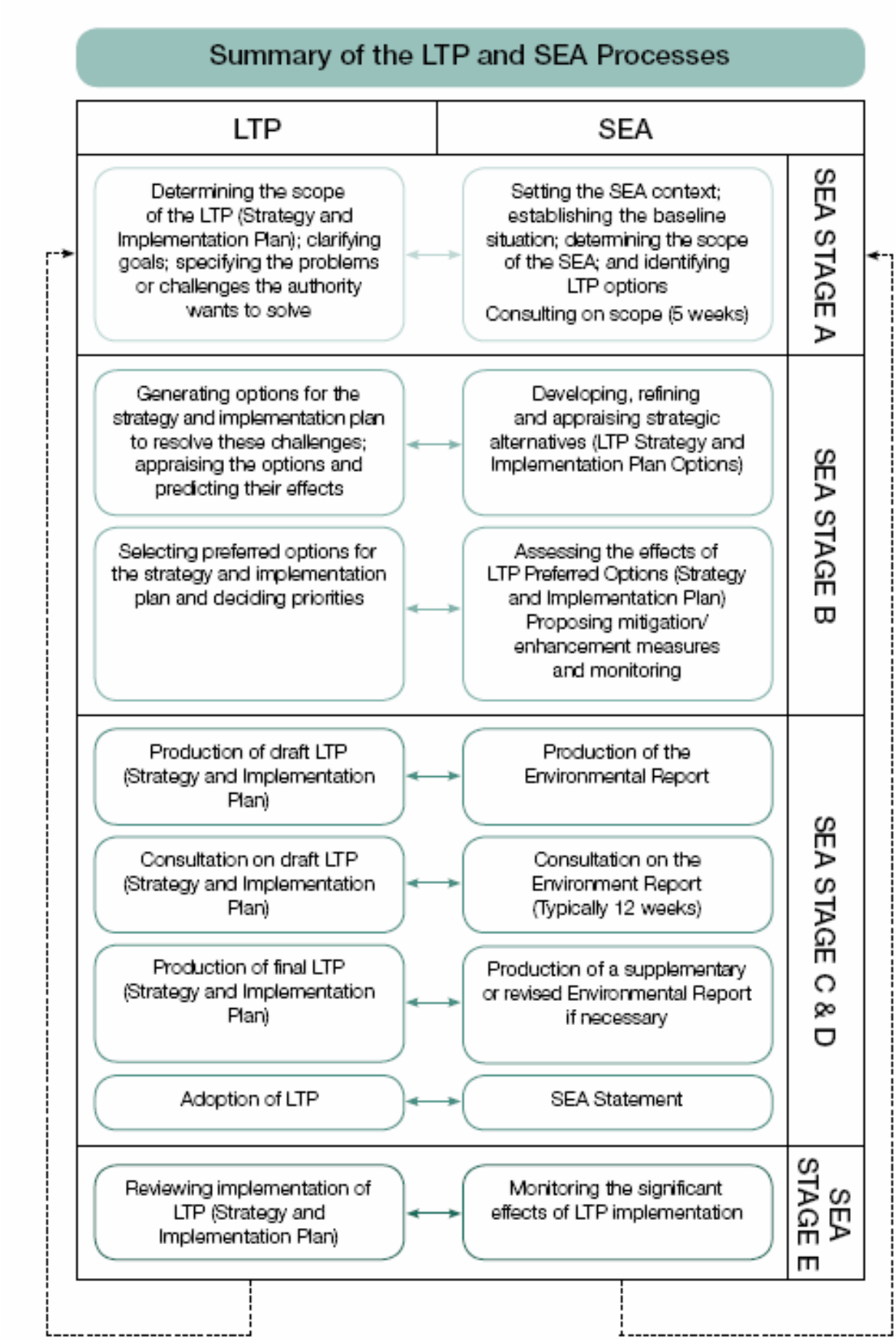
The County Council's third local transport plan (LTP3) will start in April 2011, replacing the second local transport plan. The third local transport plan will set out the County Council's long-term strategic transport objectives and priorities. The Local Transport Act 2008 makes the production of a local transport plan a statutory requirement for the County Council in its role as transport authority, where previously four-star CPA authorities were exempted from the requirement. Other important changes resulting from the 2008 Local Transport Act are that there will now be separate strategy and implementation documents, and that there is now no prescribed time limit for the plan. There is also no formal assessment from the Department for Transport (DfT).

Current DfT guidance is less prescriptive than has been the case in the past and means that a more local focus is possible for the LTP. Suffolk's Sustainable Community Strategy will form the basis of this local approach. The local transport plan strategy document will probably have a geographical focus based on District / Local Strategic Partnership areas.

1.3 Appraisal Methodology

The European Directive 2001/42/EC, transposed into UK law in July 2004, requires Strategic Environmental Assessment (SEA) to be undertaken to assess the effects of plans and programmes specifically on the environment. Government Guidance in 2005 required SA to be undertaken together for land use plans as the processes are very similar. Department for Transport (DfT) guidance requires a SEA to be completed for LTPs and refers to the process for SEA, focusing on environmental conditions. However to ensure that the New Approach to Appraisal (NATA) requirements are properly integrated it is more appropriate to refer to the process as SA, specifically including social and economic issues. SA encompasses SEA as the former looks at environmental, social and economic impacts. Hence an SA will be undertaken on Suffolk's LTP 3 and in the following where reference is made to SEA guidance, this will be followed plus social and economic issues included. SA is an iterative process that follows the various stages of plan preparation. The preparation of this Scoping Report for the LTP is stage A of a 5 stage process and follows the Department for Transport (DfT) "Strategic Environmental Assessment Guidance for Transport Plans and Programmes" (WebTag Tag Unit 2.11, see www.webtag.org.uk) (DfT, 2004) and A Practical guide to the Strategic Environmental Assessment Directive, CLG 2006. Stages for appraisal are set out below.

Table 1.1 The stages of a Sustainability Appraisal (incorporating SEA)



Source: DfT [Guidance on Local Transport Plans 2009]

The role of the scoping report is to develop the framework against which the LTP will be assessed. An evidence base is drawn together to provide the set of key issues in Suffolk which will need to be addressed by the plan. From these issues, key criteria which should be met by the LTP are put forward, in order to create a suitable SA framework against which to assess the plan.

1.4 Structure of the report

This report covers Stage A of the SA process. It establishes a framework for undertaking SA together with an evidence base to inform the appraisal itself. The stages of scoping are shown Table 1.2 and the report has been structured under these 4 tasks.

Table 1.2 SA Scoping

Scoping stage	Purpose
Identify other relevant policies, plans, programmes and sustainability objectives	To document how the plan is affected by outside factors and suggest ideas for how any constraints can be addressed
Collect baseline information	To provide an evidence base to identify environmental/ sustainability problems and to provide a basis for predicting and monitoring effects.
Identify environmental/ Sustainability issues	To help focus the development of the SA framework on the important issues
Develop the SA framework	To provide a means by which sustainability of the plan can be appraised.

1.5. How to comment on the report

If you would like to comment on this report, please contact:

Belinda Godbold
Research and Intelligence
Transformation and Planning Specialist Support Function
Suffolk County Council
Endeavour House
8 Russell Road
Ipswich
Suffolk IP1 2BX

E-mail: Suffolk.LTP@suffolk.gov.uk
Phone: 01473 264303 Fax: 01473 216889

Key questions for consideration:

1. Have all the relevant issues been included in the baseline assessment of the current social, economic and environmental conditions in Suffolk? If not what is missing?

2. Have appropriate SA objectives, relevant to appraising the environmental, social and economic impacts of the Suffolk LTP been identified? If not what is missing?

3. Are the indicators identified to monitor the SA objectives appropriate measures? If not, how could they be improved?

1.6 Compliance with SEA Directive

The SA has been prepared in accordance with the guidance set out in the DfT and NATA publications and guidance. In following the guidance, it is deemed that the appraisal meets the requirements of European Union Directive 2001/42/EC. The table in Appendix 2 sets out how the requirements for the environmental report set out in that Directive have been met in this sustainability appraisal report.

2. Policy context

2.1 SEA Directive

The SEA Regulations state that an Environmental Report should outline:

•The plan's relationship with other relevant plans and programmes; and

•The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

In order to fulfil this requirement and those of SA (including social and economic issues), a review has been undertaken of other relevant plans, policies, programmes (PPPs) and objectives. A list of the documents studied can be found in appendix 1 of this document, and a more detailed report on scoped documents which can be found at:

http://www.suffolk.gov.uk/PlanningAndBuilding/PlanningPolicy/SustainabilityAppraisalAndStrategicEnvironmentalAssessment.htm

2.2 Relevant Plans and Documents

Many plans and policies set the context for transport, some directly and some indirectly. These include national and local targets, the Regional Spatial Strategy, the Suffolk Community Strategy and the Local Area Agreement. It is vital that the LTP directly helps to deliver the goals of these other strategies, and of specific importance are carbon reduction and accessibility targets. As well as these key documents international and national legislation and the plans and policies of other organisations can have an influence on how the LTP should develop.

Of particular relevance are the latest government documents on transport and carbon.

A check of the scope of the documents listed in Appendix 1 and fully scoped in Scoping of relevant plans and programmes has helped shape the objectives and measures included in the SA framework.

3. Baseline Information

3.1 Demographics

In 2008 Suffolk had an estimated population of 710,600 (ONS, 2008 Mid Year Estimate revised May 2010). Around one-third of the total population lives in the county's three major towns (Ipswich, Lowestoft and Bury St Edmunds), another third lives in smaller market towns, and the remaining third lives in rural areas. The 2001 Census provides population density data suggesting the average population density is relatively low at 181 people per square kilometre (compared to the average for England of 387 per square kilometre). A calculation using 2008 population data suggests that this figure has now risen to 185.5 people per square kilometre. *Table 3.1.1* shows the population distribution by District and Borough.

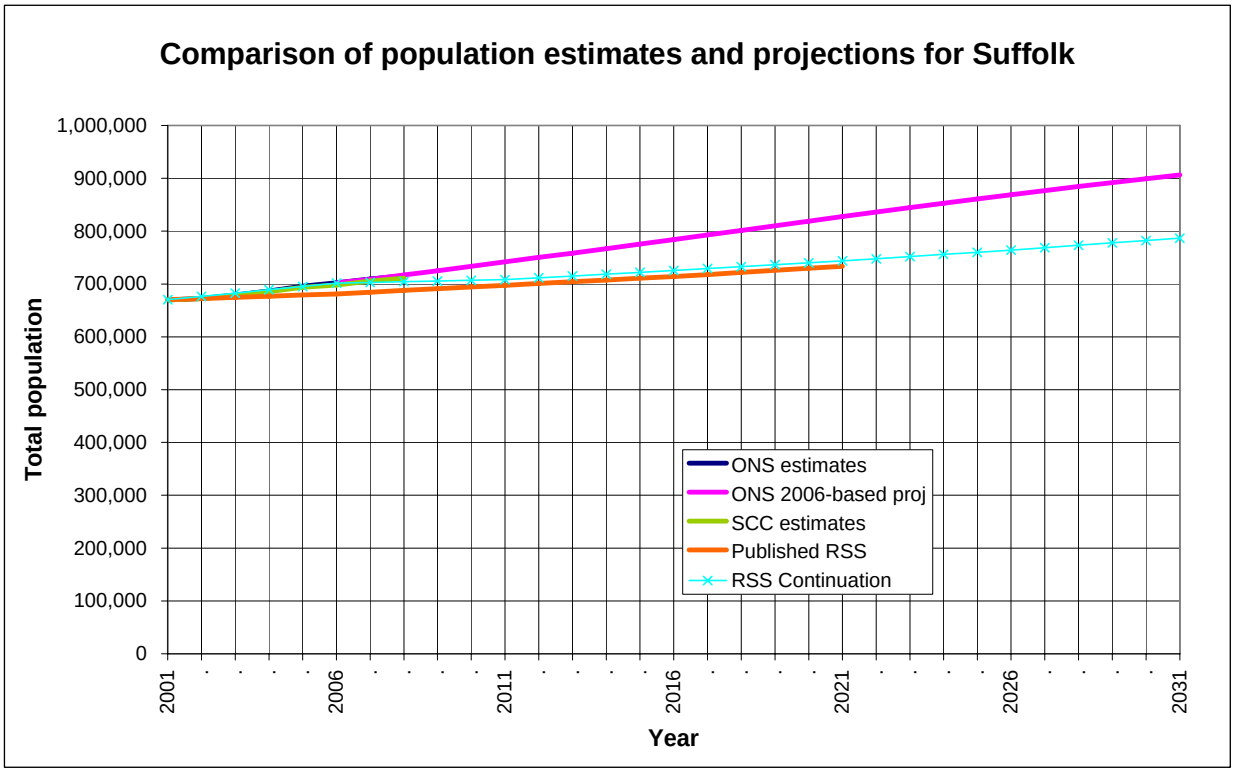
Table 3.1.1: Population of Suffolk by district/borough

District/Borough	Population (2008 ONS Mid Year Estimate)	Population Density (2008) (persons per km sq)
Babergh	87,000	143.0
Forest Heath	60,800	161.7
Ipswich	125,400	3135.0
Mid Suffolk	93,700	107.9
St Edmundsbury	102,900	157.0
Suffolk Coastal	124,100	135.3
Waveney	117,700	316.0
Suffolk total	710,600	185.5

The latest population projections published by ONS for Suffolk are mid -2006 based. These are trend based, showing how the population would change if recent demographic trends used in the ONS population estimates continue. As *Figure 3.1.1* below shows this projection is very high due to it being based on 2006 estimates that are shortly to be reviewed downwards. According to this projection Suffolk's population could reach 906,600 by 2031 a growth of 29% which is faster than the 25% predicted for the East of England. Over 80% of Suffolk's growth is projected to be due to net migration. In this scenario, by 2031 only 56% of the population would be of working age (aged16-64) compared to 62% in 2008, and 27% would be over 65, compared to 19% in 2008. The number of very elderly aged 85+ is projected to increase from 19,000 in 2008 to 45,500 in 3031, an increase of 135%.

Figure 3.1.1 also shows the likely population growth given two scenarios for housing growth. These projections have been carried out by the East of England Assembly (EERA) using the Chelmer Population and Housing model. This model is carefully calibrated to reflect some of the unusual features of the region's population (particularly armed forces and student movements) and is therefore more sensitive to local conditions. It can be viewed as more accurate for planning purposes. One is the current projection if policies for housing levels set out in the published RSS (East of England plan approved 2008) were achieved and the other is the updated version now accompanying the revision of the plan (RSS continuation). The latter is a dwelling- led scenario, based on a roll forward of the dwelling provision targets set out in policy H1 of the current East of England plan. Looking beyond 2021 some changes have been built in to reflect the impact of the recession, assuming lower than expected completions of housing will occur in 2008/9, 9/10 and 10/11. The resulting scenario is a target of 539,720 dwellings across the region in 2011-2031, nearly 27,000 per annum. For Suffolk this means 64,400 dwellings to be built over the 20 years or 3,220 dwellings per annum for 2021-2031 compared to the target of 61,700 for the period 2001- 2021.

Figure 3.1.1: Population projections for Suffolk



Source: ONS 2006 based projections; ONS 2008 estimates; RSS projections

The projected population stemming from this level of housing growth in Suffolk is shown in *Table 3.1.2.* There is a startling difference of nearly 120,000 population between ONS 2006 based projection and the new RSS run, highlighting the impact that changes over time can make to projection work. However it is higher than the 2006 based Chelmer model result for 2031, reflecting changes in fertility and migration.

Table 3.1.2	**RSS equivalent rolled forward to 2031– total population** ***Thousands Mid-year***				
Area	**2001**	**2006**	**2011**	**2021**	**2031**
Suffolk (sum)	670.2	701.7	708.3	743.7	786.9
Babergh	83.8	86.5	84.9	87.4	91.3
Forest Heath	55.9	62	63.5	68.1	71.5
Ipswich	117.4	120.5	129.4	144.7	159
Mid Suffolk	86.8	92	91.8	96.4	101.8
St Edmundsbury	98.4	101.9	105.4	111.8	119.2
Suffolk Coastal	115.4	121.9	120.7	123.2	129.1
Waveney	112.5	116.9	112.6	112.3	114.9
East of England (sum)	5,400.1	5,608.2	5,616.7	5,971.2	6,380.1

What is very concerning is what the RSS run suggests about the make up of the population. As *Table 3.1.3* shows, using the latest assumptions about mortality and fertility the model suggests that there will be even more aged over 85 than the ONS 2006 based projection, rising from 19,000 in 2008 to 48,200 in 2031 an increase of 29,200 154% (compared to 45,500 in ONS 2006 based, 135%). What is also of note is the distribution across the Districts is more marked, with large numbers being in rural districts like Mid Suffolk and Suffolk Coastal which will have huge implications for service provision and transport needs.

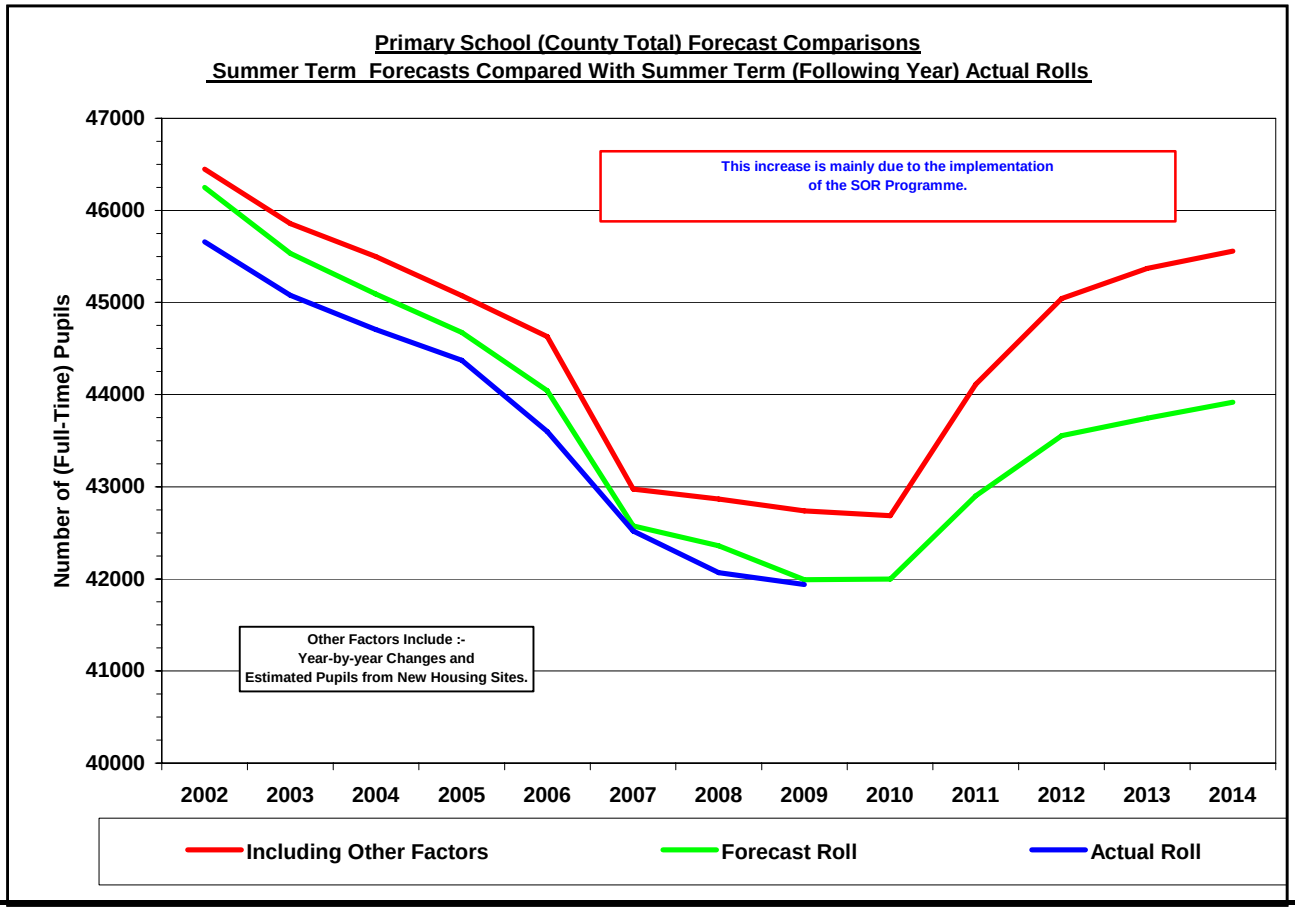
The proportion aged under- five remains the same but the percentage aged 65 or more increases in this scenario to 29%, with a corresponding reduction in the percentages aged between 5 and 64.

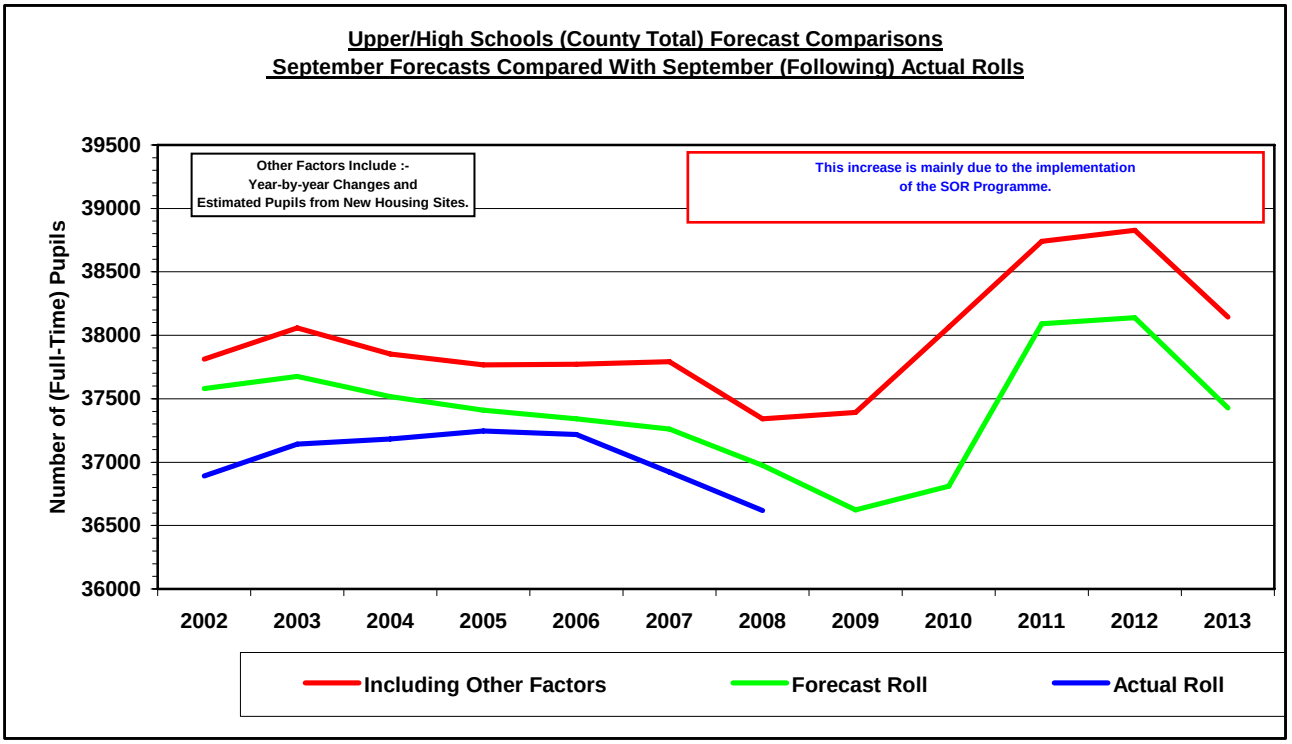
Table 3.1.3	RSS equivalent rolled forward to 2031; figures for mid-2031 *Thousands*					
Suffolk and districts with comparators	**Total population**	**Age under 5 (pre-school)**	**Age 5 - 14 (approx. school age)**	**Age 15 - 65 (approx working age)**	**Age 65 & over (retirement ages)**	***Age 85 & over (very elderly)***
Suffolk (sum)	786.9	38.5	81.9	437.6	228.9	*48.2*
Babergh	91.3	4.3	9.6	46.7	30.8	*7.1*
Forest Heath	71.5	4.0	7.6	45.4	14.6	*2.6*
Ipswich	159	10.0	20.0	100.3	28.7	*5.3*
Mid Suffolk	101.8	4.5	10.4	53.1	33.8	*7.4*
St Edmundsbury	119.2	5.9	11.9	68.4	33	*7*
Suffolk Coastal	129.1	5.0	11.5	64.9	47.7	*10.4*
Waveney	114.9	4.9	11.0	58.8	40.3	*8.5*
East of England (sum)	6,380.10	348.2	698.8	3751.5	1581.6	*321*

The projections suggest that in the 20 year period up to 2031 Suffolk is likely to see a reduction in the number of people of working age of around 10,000 (potential car drivers) but an increase of 64,000 aged 65 to 84, i.e. older drivers, generally not driving to work and doing considerably fewer miles than working age people. Some of the additional 32,400 over 85s may also be driving but the numbers currently holding licences is quite low.

Also key to planning for local transport is the expected school roll totals. *Figure 3.1.2* shows changes in the primary and secondary school rolls over the first few years of the LTP plan period. More detailed forecasts show that the majority of this growth to 2014 will be in the western area of the county for secondary school growth, and the northern / western areas of the county for primary school growth.

Figure 3.1.2: School Roll Forecasts (SCC 2010)





What the graphs also show are the changes that will take place following the Schools Reorganisation Review (SOR). This involves closure of Middle Schools in Suffolk currently educating 9-13 year olds and redistributing them to primary and high schools. Years 5 and 6 will stay in primary schools for 2 more years and children will then go to High schools. The review is timed to be implemented in the Lowestoft and Haverhill areas starting in 2010 hence the jumps in the graphs above starting in 2011 in primary schools (where the forecast is done in May each year so the change will actually start in September 2010) and in 2010 for High schools (where the forecasts are done in September). The overall numbers of children in Suffolk will not change greatly over the period up to 2014, just the distribution of them. In some places Middle schools are not located in the same town as High Schools (eg Clare, Leiston). New facilities are also being built in Lowestoft and on the outskirts of Ipswich for older year groups to cater for young people staying on in education until 18.

School runs have a major impact on traffic flows. SA has been undertaken on the SORs on an area by area basis. Keeping children more local in their primary schools is usually of benefit to sustainable modes of transport, particular walking and cycling. In some areas longer schools runs will develop with children having to go further to High schools 2 years earlier although many of these journeys will be by bus. Local patterns of traffic movement in some of the market towns will change as a result of the SOR and localised congestion could occur.

According to ONS 2007 data presented in the Suffolk Diversity profile, 94.4% of the Suffolk population was white, and 5.6% (39,900 people) are now from black minority ethnic communities compared to 2.8% in the 2001 census. Data by District is displayed in *Table 3.1.5* below:

Table 3.1.5: Ethnicity data by district (Source: ONS 2007)

Population structured by ethnicity					
Ethnicity /district	Total	White		BME	
	Estimate	Estimate	% of total	Estimate	% of total
Babergh	86,700	83,700	96.5	3,100	3.5
Forest Heath	63,300	56,300	88.9	7,000	11.1
Ipswich	121,000	108,200	89.4	12,900	10.7
Mid Suffolk	93,800	90,900	96.9	2,800	3.0
St. Edmundsbury	102,900	98,400	95.6	4,500	4.4
Suffolk Coastal	124,400	118,800	95.5	5,600	4.5
Waveney	117,300	113,300	96.6	4,100	3.5

Although there is no district level indication of the impacts from migration, we know that this is an issue affecting the county as a whole. From 2004, there has been migration into Suffolk as elsewhere, of people from the eight former Eastern Bloc countries and Bulgaria and Romania. However such immigrants are only included in population estimates and projections when they have lived in the UK for one year or more. No details of short term migrants are available at County level but figures for registrations for National Insurance numbers (a necessary requirement for working in this country or claiming benefits) gives an indication of the in-flow of people from abroad. Unfortunately no information is available on out-flows as there is no requirement to "hand in" National Insurance numbers when people leave the UK.

The number of foreign nationals registering for a National Insurance number since 2002 increased in all of the districts and boroughs up to a peak of 5,300 in 2005/6. During 2007/8 there were 5,020 new registrations by foreign nationals living in Suffolk, of which over a third came from Poland. In total, people from 38 different countries applied for National Insurance numbers during that year. 54% of these registrations were made by men and 79% were made by people aged 18 and 34. With the onset of the credit crunch in 2008 national level figures show a fall in new NI registrations and there is some suggestion that economic migrants are returning to their home countries as job losses rise in the UK. In 2008/9 4,530 applied for NI numbers in Suffolk.

3.2 Housing

Another influence on traffic flows is the location of new housing development. Between 2001 and 2009, the total completions in Suffolk were 25,470, meaning a further 36,230 dwellings are to be built by 2021. If the county is to meet targets set in the East of England plan, this gives a residual building rate of 3019 dwellings per year to 2021 to meet the RSS target. Suffolk, unlike other counties in the East of England is currently slightly ahead of the target, although where this will be maintained due to the recession is unknown.

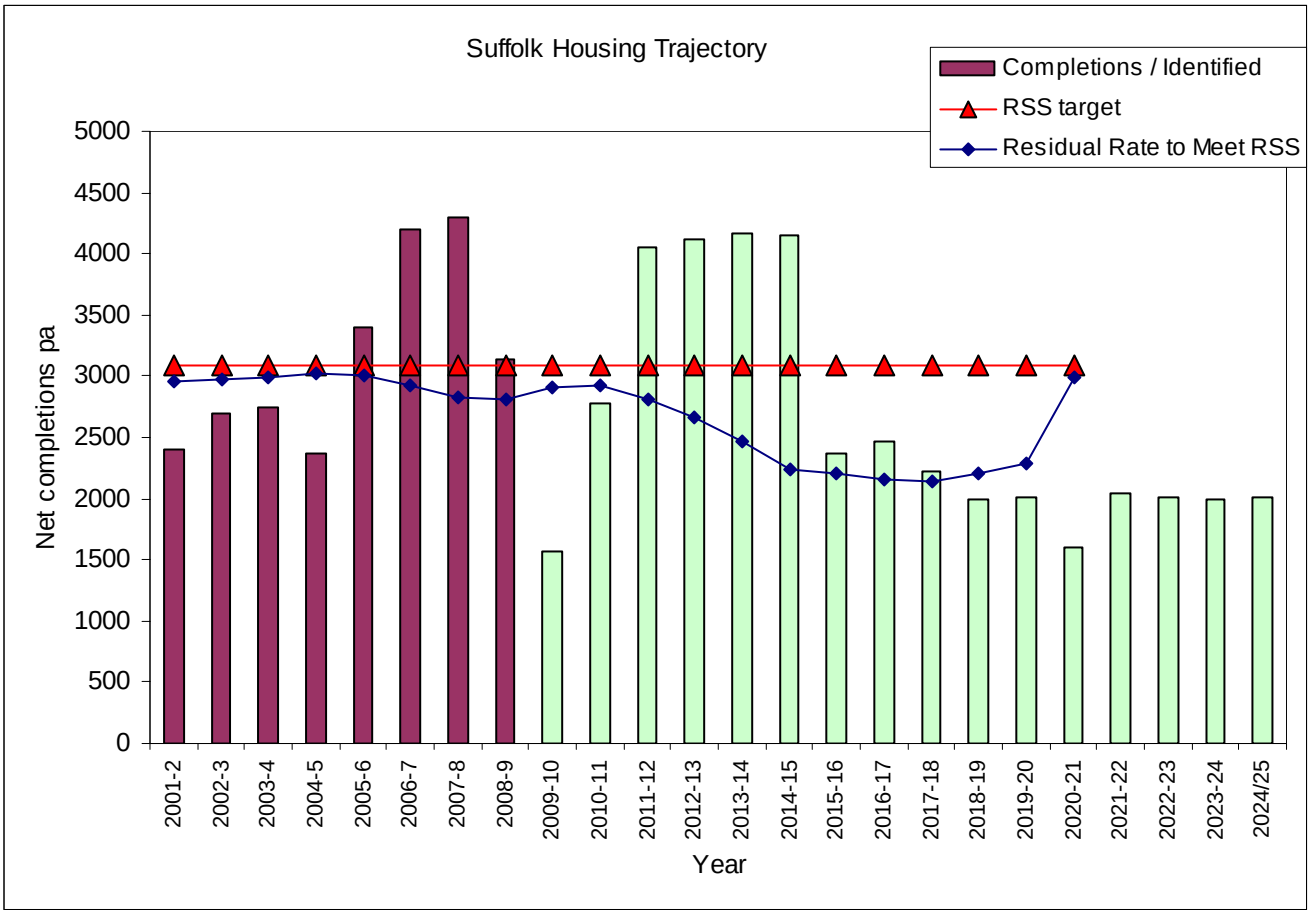
The RSS includes an expectation that 61,700 houses will be built between 2001 and 2021 (a rate of 3,085 each year).updated to 64,700 houses between 2011 and 2031 (3,235 per year). The distribution of new housing, both in the recent past and target levels, by district and borough is as displayed in *Table 3.2.1*. St Edmundsbury is running behind target whilst Suffolk Coastal is ahead and Ipswich just over target levels.

Table 3.2.1 District/Borough progress against RSS targets (Source: RAMR 2009)

District / Borough	Panel Report: East of England, RSS 2001-2021	Panel Report: East of England RSS 2001-2021 (annual average)	2008 – 2009 Net Completions	Completions 2001-2009	Completions Outstanding 2009-2021	Completions Required per year 2009-2021.
Babergh	5600	280	289	2160	3440	287
Forest Heath	6400	320	310	1929	4471	373
Ipswich	15400	770	944	6225	9175	765
Mid Suffolk	8300	415	398	3601	4699	392
St Ed's	10000	500	385	3422	6578	548
Suffolk Coastal	10200	510	550	5093	5107	426
Waveney	5800	290	263	2720	3080	257
SUFFOLK	**61700**	**3085**	**3139**	**25150**	**36550**	**3046**

In addition to the amount of housing previously achieved, consideration needs to be given to the rates of housing growth for Suffolk which are currently forecast by local planning departments. All are preparing plans to meet the target growth levels but *Figure 3.2.1* shows the trajectory of growth and that some sites still need to be identified in Suffolk to meet the 2021 target.

Figure 3.2.1 Suffolk Housing Trajectory



In 2009 it generally cost 6.5 times the average Suffolk income to buy a dwelling in the county, down from 7.79 in 2008 and higher than the regional average of 6.6. Since 2001 the ratio of house price to income increased making the opportunity for first time buyers entering the housing market very difficult. This was a national problem, which has been improved slightly through house price reductions due to the economic recession. Ratios are still some way from ideal affordability thresholds however. This is a national problem.

Table 3.2.2 shows the ratio of average house price by property type to incomes in Suffolk and by District.

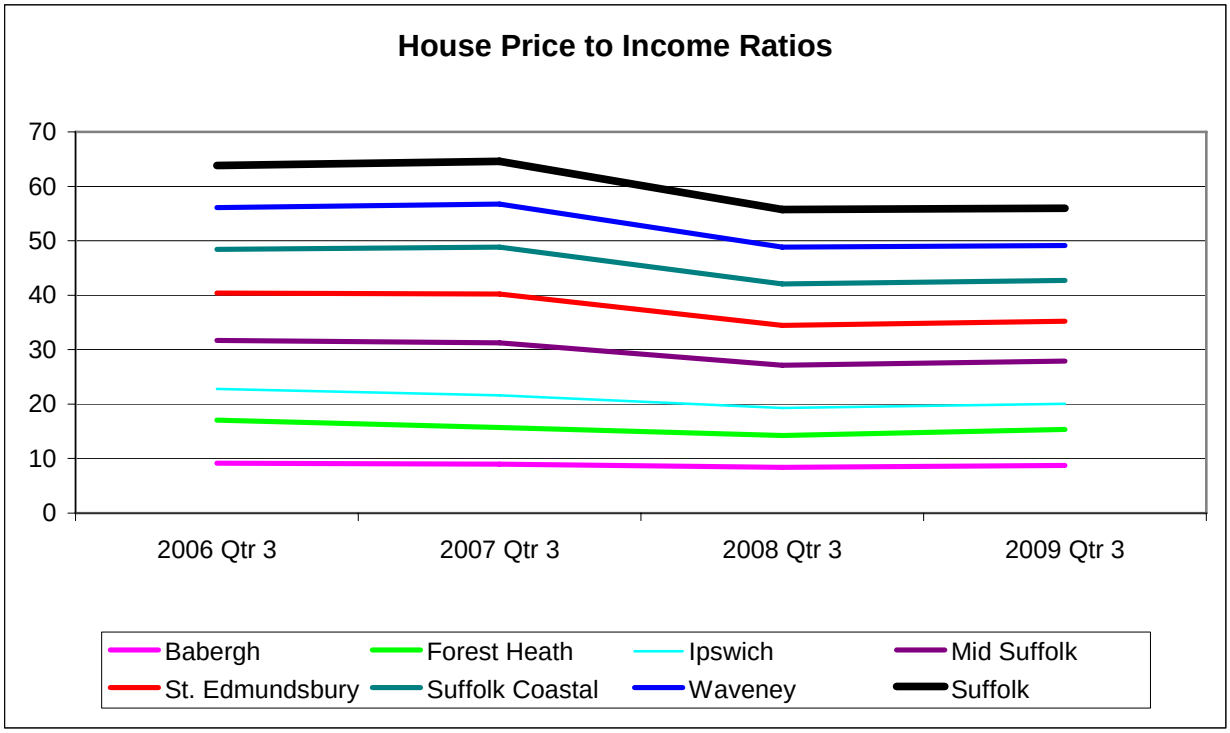
Table 3.2.2: House price to income ratios 2006-9

Area	2006 Qtr 3	2007 Qtr 3	2008 Qtr 3	2009 Qtr 3
Babergh	9.13	8.96	8.41	8.75
Forest Heath	7.91	6.78	5.82	6.60
Ipswich	5.77	5.90	5.08	4.69
Mid Suffolk	8.90	9.62	7.84	7.88
St. Edmundsbury	8.67	8.96	7.33	7.31
Suffolk Coastal	8.03	8.59	7.59	7.50
Waveney	7.69	7.92	6.78	6.42
Suffolk	7.72	7.89	6.93	6.83

Source: Suffolk Observatory 2009 House price to Income ratios.

Figure 3.2.2 shows that affordability does change over time. All areas apart from Babergh, Forest Heath, and Mid Suffolk have become more affordable over the last twelve months, mostly due to the significant decreases in average house prices over the last 18 months.

Figure 3.2.2: House Price to Income Ratios 2006-09



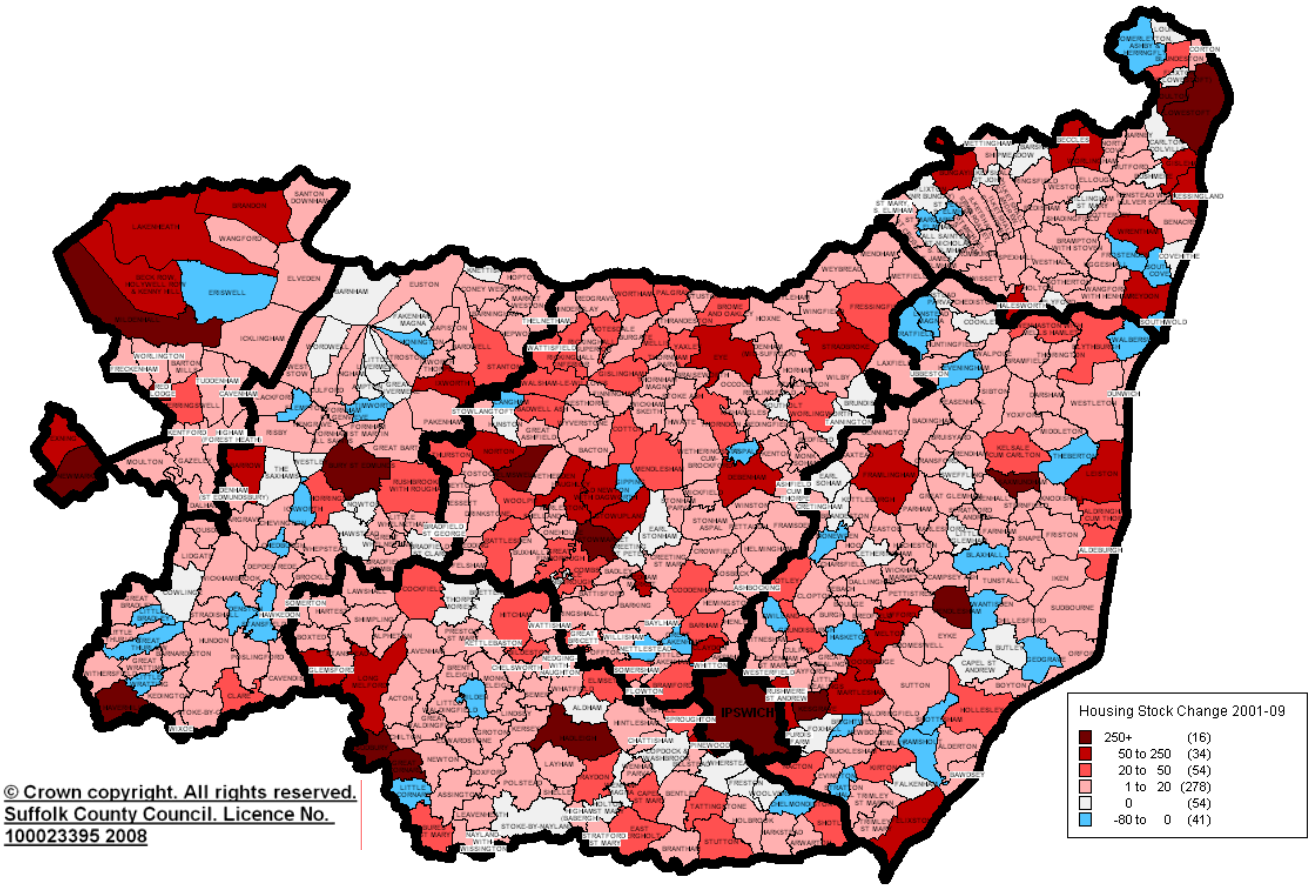
There are just over 44,000 council or housing association houses in Suffolk, accounting for around 14.1% of the county's total housing stock. This is low compared with the average for England of 21% (2001). In 2008/09 36.1% of completed dwellings were classified as 'affordable', a figure which has been increasing since 2006. In 2001 3.4% of the housing stock was classified as 'unfit'.

Use of Previously Developed Land in development is a key planning policy promoted in the East of England Plan and Local Development Frameworks as it minimises the loss of greenfield land. Current data from District/Borough Councils suggests there has been an increase on the percentage of new housing completions on Previously Developed Land (PDL). Suffolk's rate of completions on PDL for 2007 / 2008 at 65% (total for all districts) is a 4% increase over 2006 / 2007, and remains higher than the 2001 – 2008 average. Performance within Suffolk varies significantly in relation to dwellings completed on PDL; exceptional results are evident, ranging from 1,494 in Ipswich (100% of gross permanent dwellings on PDL) to 134 in Forest Heath, (24.4% of gross permanent dwellings on PDL.)

In order to make efficient use of land the Government guidance is that development should normally be between 30 to 50 dwellings per hectare. For the 2008/09 monitoring year, 75% of completions were at this density. The average density was 30 (excluding St Edmundsbury and Forest heath who did not return information).

The areas of Suffolk which have experienced the highest number of housing completions are highlighted in darker shades on the map below. This is an important considering for transport policy; locating provision where it may be more likely to be required.

Figure 3.2.3: Number of housing completions 2001-09 by parish. SCC

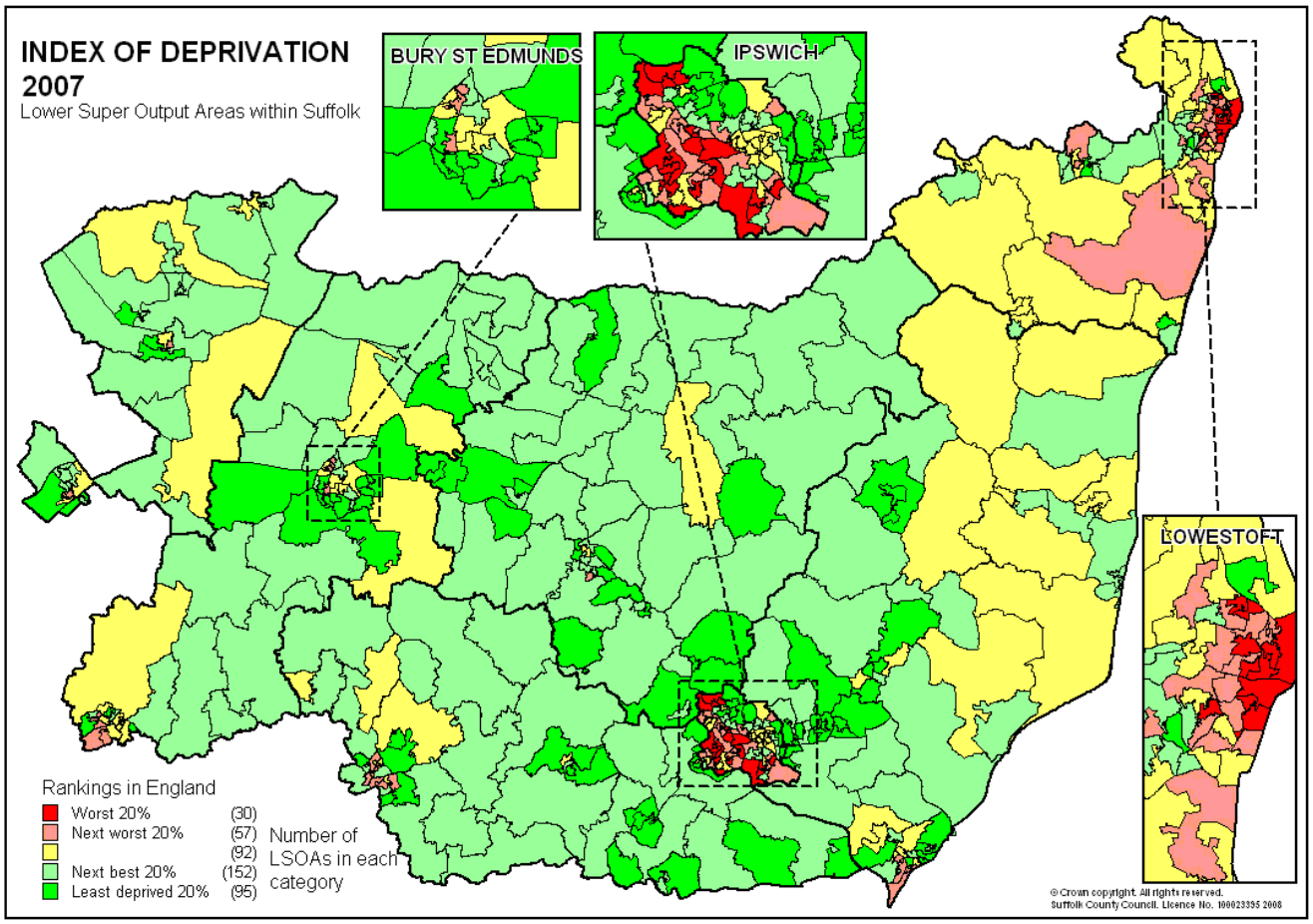


3.3 Deprivation

According to the 2007 Index of Multiple Deprivation, Suffolk is now ranked 116th, not as deprived as Norfolk, but worse than the other four Counties in the East of England. In 2007, out of a population of over 702,000, nearly 79,000 people in Suffolk were income deprived and over 29,000 employment deprived. Ipswich continues as the most deprived District in Suffolk and is the 5th worst Authority in the Region.

In 2004, of the 426 Super Output Areas (SOAs) in Suffolk, only 10 (2%) were in the most deprived in the UK. These ten were all in Ipswich and Lowestoft, with Kirkley (ranked 413th out of over 32,000). According to the 2007 index, 3 more Lower Super Output Areas in Ipswich are now within the worst 10% in the Country. 30 Lower Super Output Areas in Suffolk are amongst the most deprived 20% in England; this is the same number as in 2004.

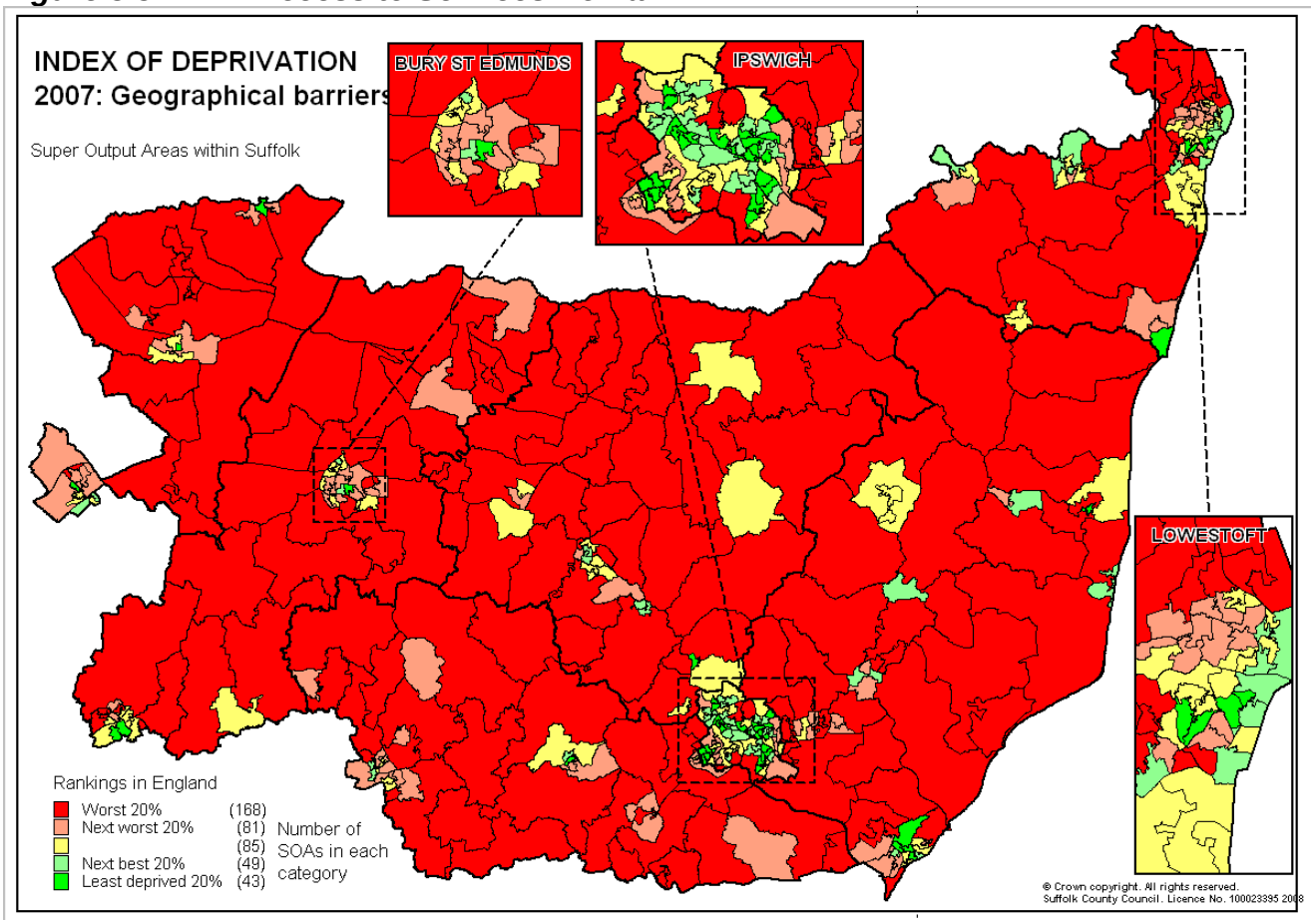
Figure 3.3.1 Index of Multiple Deprivation in Suffolk



Also linked to transport is the access to service domain of the IMD, which considers deprivation, linked to isolation from service provision. Clearly being a rural county means that Suffolk is relatively deprived in terms of distances to services. Although many people will be affluent enough to travel, some sectors of the population may experience rural deprivation and isolation – it is these groups that the LTP should seek to provide for. This domain includes the following datasets:

- Road distance to a GP surgery (Source: National Administrative Codes Service, 2005)
- Road distance to a general stores or supermarket (Source: MapInfo Ltd, 2005)
- Road distance to a primary school (Source: DCFS, 2004-05)
- Road distance to a Post Office or sub post office (Source: Post Office Ltd, 2005)

Figure 3.3.2 IMD Access to Services Domain



3.4 Health

The Joint Strategic Needs Assessment for Suffolk, 2008-2011 (JSNA) published March 2008, is a strategic document produced in partnership by Suffolk County Council, Suffolk Primary Care Trust and Great Yarmouth and Waveney Primary Care Trust. Data taken from this document suggests that the main causes of death amongst Suffolk residents are very similar to those for the rest of England and Wales, and although there is some variability between the local authority districts, these are not very marked. The main cause of death in Suffolk is circulatory disease, which accounted for 35.9% of all deaths in Suffolk and 34.0% of deaths in England and Wales between 2006 and 2008. This is followed by deaths from all cancers, which in Suffolk was 28.1% and in England and Wales 27.8%. Respiratory disease accounted for 12.0% of deaths in Suffolk and 13.9% in England.

Standardised mortality rates for deaths from all causes in Suffolk have been consistently below those for England and Wales although the decline for women in Suffolk has been less marked than that for men. There is a difference of 12.3 years in life expectancy between the wards in Suffolk with the highest and the lowest life expectancy.

In addition to the growing numbers of older people there are currently around 10,000 people with dementia in Suffolk (2009) and this is set to rise 93% to just under 20,000 by 2030. At March 2010 there were 180 registered care homes in Suffolk providing just under 4,000 beds for older people including those with dementia. It is likely that the policy of keeping people in their own homes is going to continue for some time generating traffic flows across the County as paid and unpaid carers travel. The number of unpaid carers in Suffolk now estimated to be 66,133 and projected to rise with the growth in the older population.

Childhood obesity is an increasing problem. According to the Suffolk PCT, in 2007/08 8.95% of children in reception are obese, where 15.28% of children in year six are obese. Both these figures are below the regional and national averages. By 2008, this figure had increased to 18%. Even the least obese wards in Suffolk have a higher estimated percentage of obesity than average rates in the East of England as a whole. Adult obesity is also an issue for Suffolk, with latest NHS data (2003-2005) suggesting that 26.4% of adults are obese, compared to a national average of 23.6%; again,

Suffolk is above average. A detailed breakdown of where specifically childhood obesity may be an issue is shown in the maps below.

Figure 3.4.1: Proportion of pupils classified as obese in reception class, by ward

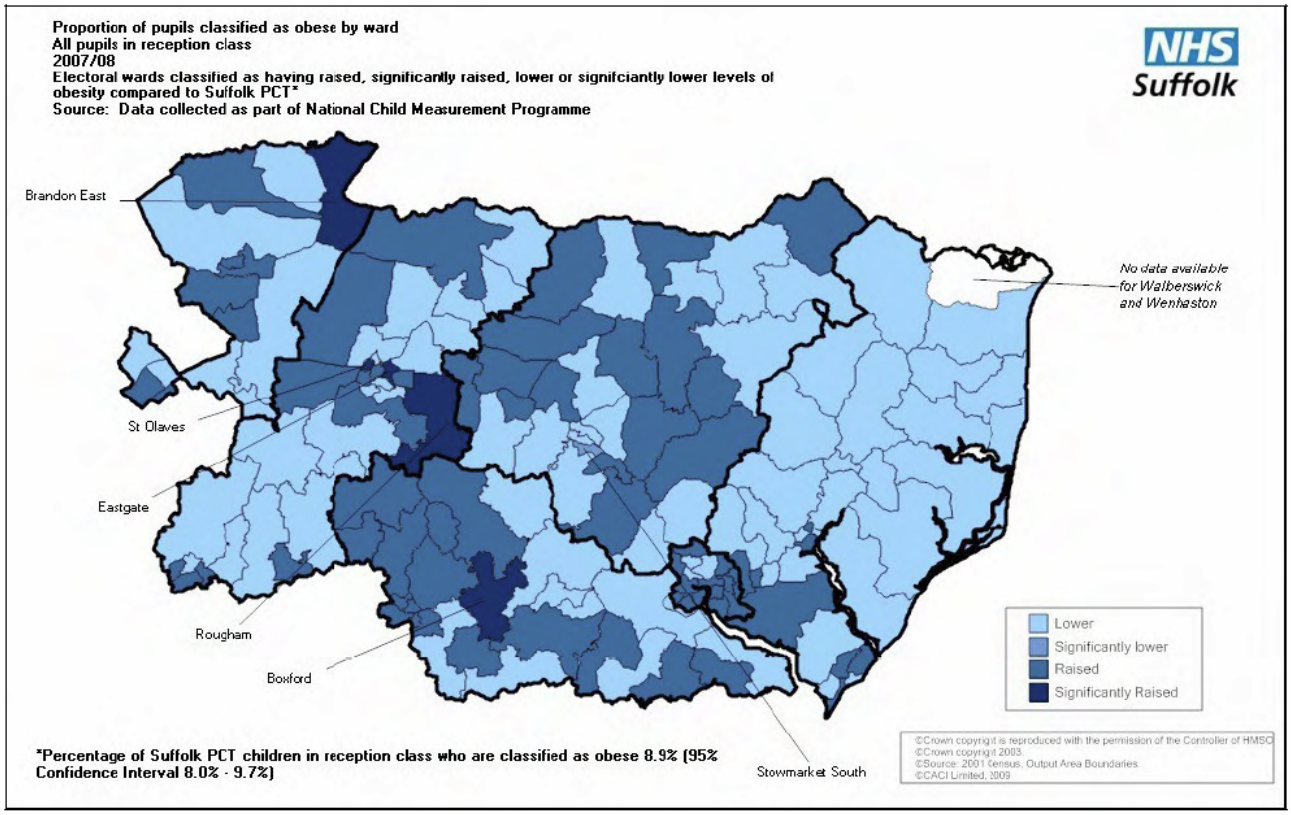
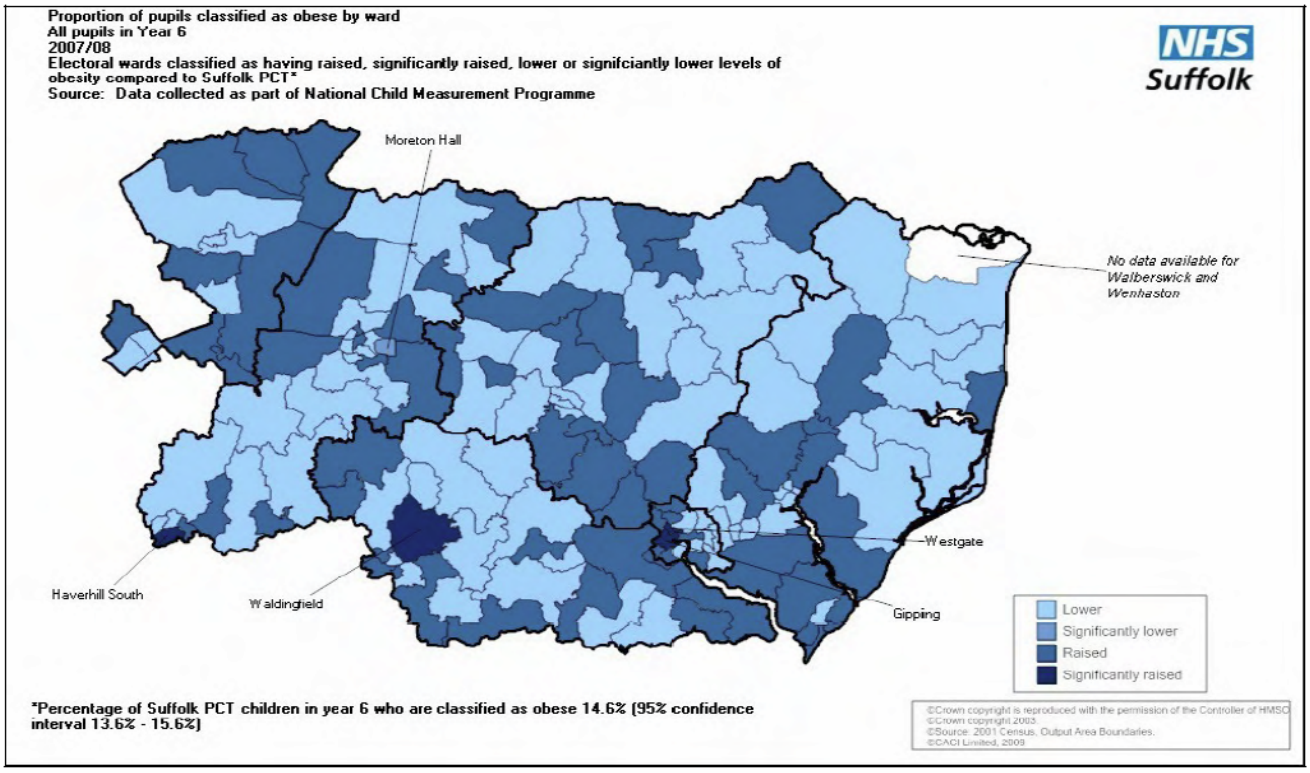


Figure 3.4.2: Proportion of pupils classified as obese in Year 6, by ward



3.5 Education

In 2008, only 50.3% of school leavers in Suffolk progressed to 6th form, and only 51.38% of year 13 leavers went on to further education. Although not evidenced, there is an acceptance that graduate retention is also a problem in Suffolk.

For Children's education services, Suffolk is split into three areas, each comprising approximately six clusters. These clusters are a collection of schools, based on catchment areas, at which performance and attainment data are measured.

Further school level attainment and performance data for this area can be found by viewing the Children's Cluster Profiles for Suffolk, which is located on the web link below.

http://www.suffolk.gov.uk/CouncilAndDemocracy/AboutSCC/SpecialistSupportFunctions/TransformationAndPerformance/DataSets/ChildrenAndYoungPeople.htm

Adult education in Suffolk is of concern, with 21.5% of the working age population holding no qualifications (2008, NOMIS). This is nearly double the East of England average which currently sits at 11.8%.

3.6 Crime

According to 2008/09 data, at 66 offences per 1,000 people, the overall crime rate in Suffolk is well below regional (70) and national (87) averages, as are the rates for burglary and violent crime. Results from the British Crime Survey show 11% of Suffolk residents perceive local levels of disorder to be high, compared with 14% and 17% regionally and nationally. According to the Suffolk Place survey in 2008, 92% of residents feel safe outside during the day falling to 58% after dark.

With specific relevance to transport, car and bicycle related crime rates are displayed in the table below:

Figure 3.6.1 Rates of pedal cycle theft in Suffolk

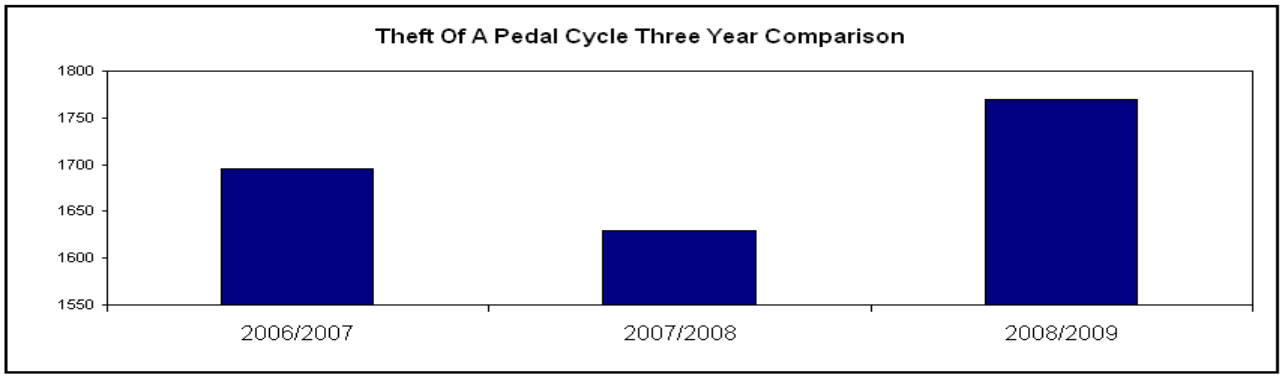
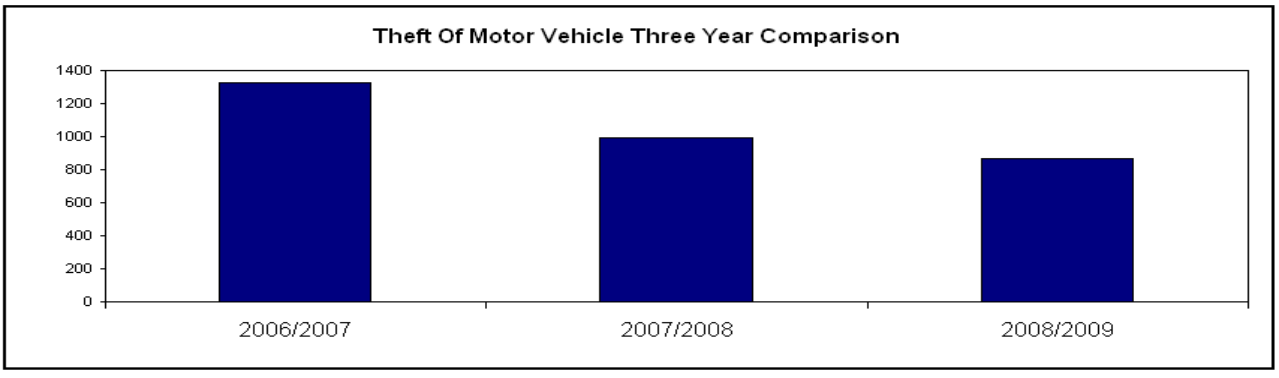


Figure 3.6.2 Rates of motor vehicle theft in Suffolk



3.7 Employment/Economy

In 2008 there were 286,312 jobs in Suffolk (ONS Annual Business Survey 2008), a figure that has changed little since 2004. The largest sector is the public sector, education and health providing 73,000 jobs, followed by Distribution, hotels and restaurants providing 70,800 jobs. There are a further 51,000 jobs in banking, finance and insurance and 35,000 in manufacturing. Recent research has shown that 27,000 jobs are related to tourism (Gavurin 2010). In 2008 there were nearly 13,000 jobs in Suffolk (4.5% of totals jobs) linked to businesses involving transport logistics and ports, working out of over 1,000 workplaces. Over half of the jobs are in Suffolk Coastal linked to distribution activities from Felixstowe.

The Suffolk Job Seekers Allowance claimant count saw a slight decline from January to February 2010, going against the regional and national trend, which both recorded a small increase (though in all cases the changes are negligible). Suffolk's figures decreased very slightly from 13,944 in January to 13,930 in February this year (a drop of 0.10%, 14 claimants). The claimant count levels therefore remain similar to those last recorded in May-June 2009, but remains below the highest level seen during this recession, 14,764 in March 2009.

The percentage of the working age population in Suffolk claiming JSA now sits at 3.3% (Feb 2010), compared to a high point of 3.5% in March 2009.

The Suffolk figures contrast slightly with the overall trend of the East of England for February 2010, which recorded a small increase in JSA claimants from January to February (0.11%, 141 claimants). Therefore, the percentage of the working age population claiming JSA in Suffolk is still lower than in the East of England as a whole (3.3% in Suffolk compared to 3.6% in the East of England). JSA claimants also increased across the country as a whole, with the claimant rate in England and Great Britain standing at 4.3%.

Three of the seven districts in Suffolk recorded an increase in claimants from January to February 2010. Waveney saw by far the largest increase for the second month in succession (1.95%), followed by Suffolk Coastal (1.60%) and Forest Heath (1.41%). The remaining four districts recorded slight drops in claimant numbers of between -
2.2% and -0.6%.

The trend in the claimant count from January to February 2010 contrasts markedly with those one year ago, when February 2009 saw more than a 17% rise on the preceding January.

As of March 2009, the proportion of people working as managers, in professional occupations and administrative/secretarial occupations in Suffolk (50.2%) is significantly below the regional (55.3%) and national (55.2%) averages. Conversely, the proportion working as plant and machine operatives and in elementary occupations (21.5%) was higher than the averages for the East of England (18.2%) and the whole of England (18.2%).

National Indicator 172 reports on the number of small business showing growth, which is derived from new VAT registrations, whereas NI 166 reports on average earnings. The current baseline for NI172 is 13.03%, the latest data, 2007/08 shows a small decline, with a figure of 12.78% reported. For NI 166, the baseline figure was 94.5%, with 2008/09 data showing a 0.5% improvement.

3.8 Transport

3.8.1 Access to Services

Access to key services is important for the population of Suffolk. The following maps demonstrate the levels of access which different areas of Suffolk benefit from, using either public transport, walking or cycling. With the following four figures, darker areas suggest a lesser level of access to service, where lighter areas are less of a concern. Clearly there are issues with access to NHS dentist services in the north eastern areas of Suffolk, as well as some areas towards the south west.

There are also interesting patterns in terms of access to further education, with large coastal and north-eastern areas of Suffolk more than 30 minutes from an FE provider. Babergh is also largely

more than 30min away from an establishment. Nearly all of north-eastern Suffolk is not within one hour of an emergency hospital.

Figure 3.8.1 Access to NHS Dentist within 30mins, 2009

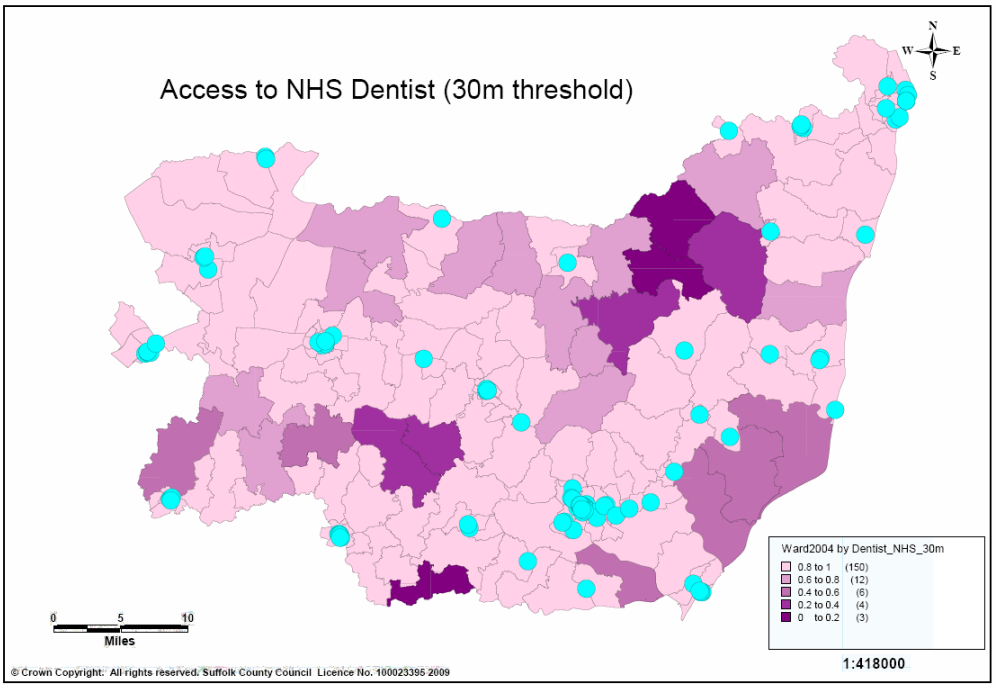


Figure 3.8.2 Access to Towns within 30mins, 2009

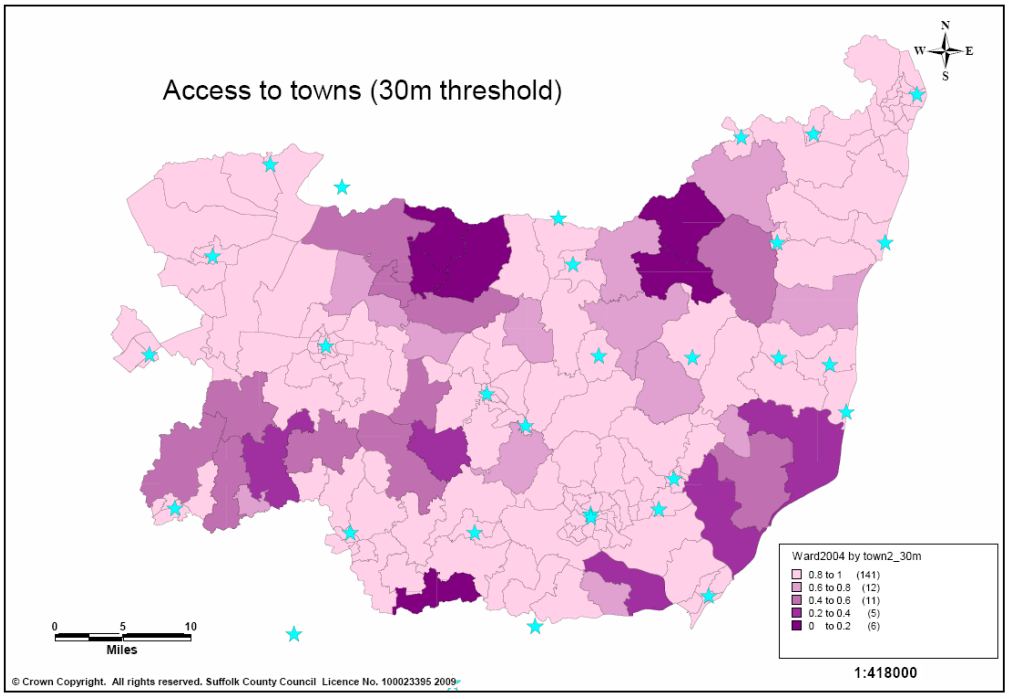


Figure 3.8.3 Access to Further Education Establishments within 30mins, 2009

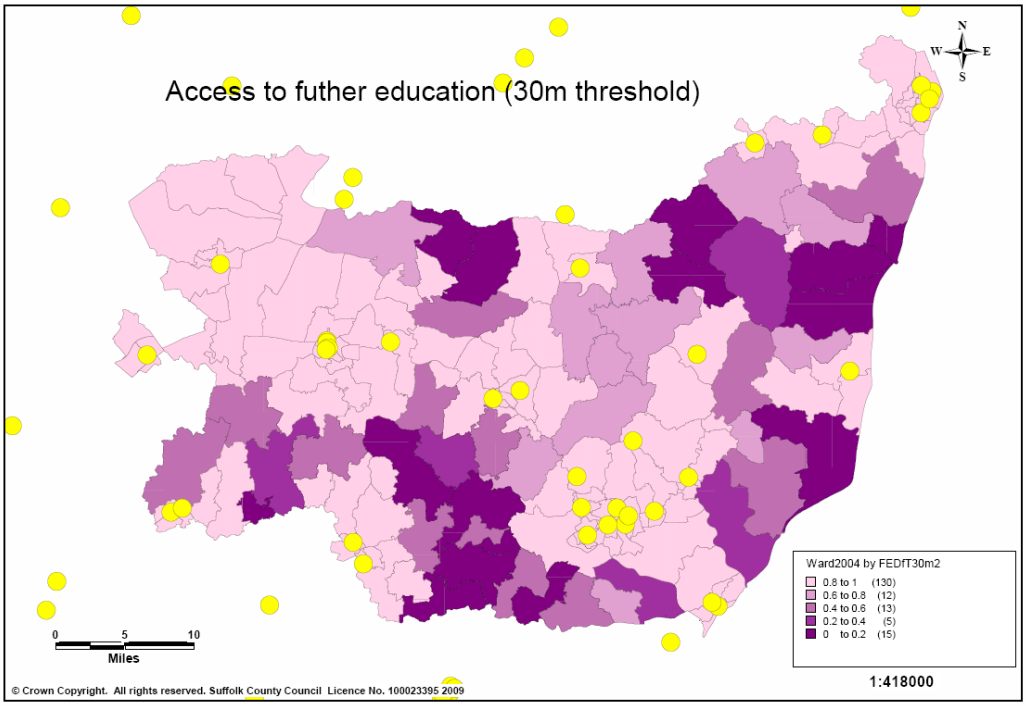
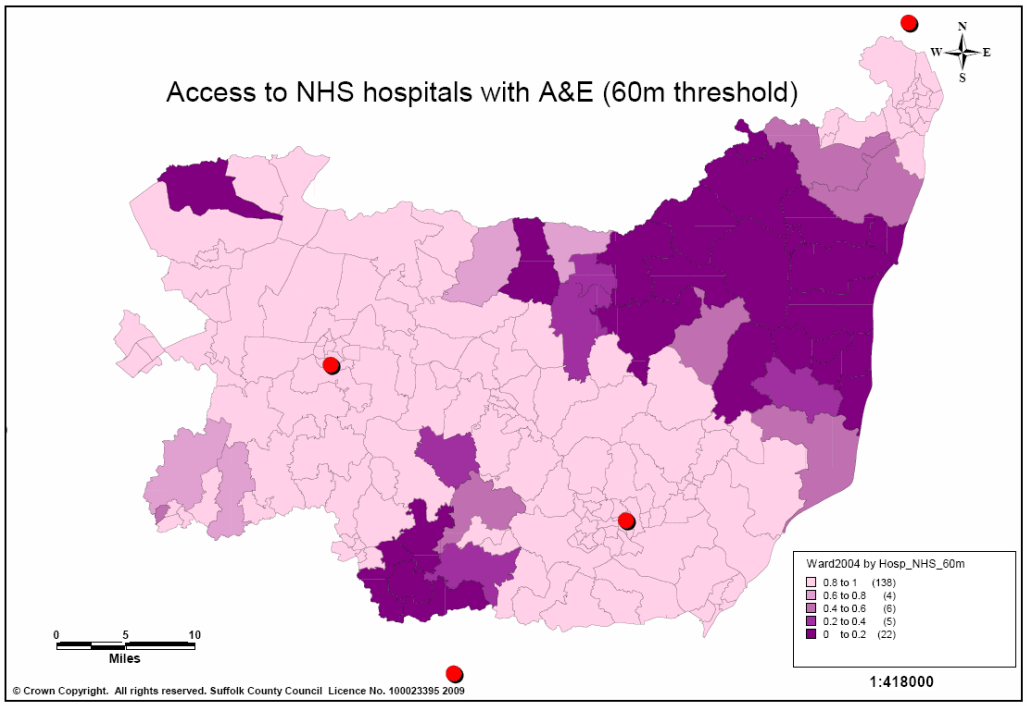


Figure 3.8.4 Access to A&E Hospitals within 60mins, 2009



3.8.2 Travel to Work and School

In 2001, 61% of Suffolk residents drove to work, 10% worked at home and 21% used a sustainable means of transport (public transport, cycling or on foot).

Travel to work surveys carried out on public sector employees in Suffolk show that fewer people are travelling to work sustainably in more than half of the local authorities. For example, the 2009 online travel to work survey conducted on the 13th May 2009 studied 5444 respondents, 1.5% of the working population of Suffolk.

The key findings from the survey were:
• In 2009, 33.4% usual travelled to work by sustainable mode, {Bus, Car passenger, Cycle, Park and ride, Taxi, Train, Walk and Work from home}, which is some 0.8% lower than 2008's figure of 34.2%

• Despite the survey day being forecast as rain, on the day in 2009 the sustainability travel mode figure at 34.1% was higher than the usual sustainable travel mode figure of 33.4%; with a 2.3% increase in home working, plus increases in car passenger (0.9%), train (0.6%) and buses (0.4%), counteracting drops of 1.7% in cycling and 1.5% in walking.

From 2005 through to 2009 the
• % walking to work has increased from 7.3% to 10.2%
• There has been a 4 fold increase in home working (0.3% to 1.2%)
• There has been a 2 fold increase in park and ride (0.6% to 1.2%)
• Train travel has increased 2 fold from 1.3% to 3.2%
• The distance people travel to work has remained steady with approximately 60/40 split of respondents who travel more than 5 miles/ under 5 miles to their place of work

Over the last decade there have been two significant projects which have aimed to reduce the number of children travelling to school in Suffolk by private car. In the first half of the decade, Suffolk County Council developed and implemented the Safely to School project in 75 schools. This was primarily based around the Safe Routes to School approach with public consultation and traffic engineering solutions. Since 2004, the Council has received funding from the Government to employ School Travel Plan Advisers to work with the schools to devise plans. Schools completing plans have benefited from capital grants for pedestrian and cycling facilities.

Within the current Local Transport Plan the Council has a travel modal shift target to reduce to 29% of school journeys by car (including vans and taxis) by 2010/2011. Up to 2008 the Council had two methods of calculating how children travel to school, the first is a census which is completed by parents in the autumn term and reports on how their children will travel and the second carried out in October of every year which is a "show of hands" survey by pupils which reports how they travelled to school on that day. Both have benefits and flaws but response rates are extremely high and are comparable. Our latest assessment is that over the decade (1999 – 2008) when the measurements have been carried out the percentage of children travelling by car (as reported in NI198) has dropped from 31% to 27.5% (a mode shift for around 2,650 children). Over the period there has been a drop in the numbers travelling by bus and an increase in walking rates. In latter years, it is assumed that this is in part due to major initiatives supported by education, transport and health to reduce obesity and carbon dioxide emissions and to increase physical activity.

There is a great deal of variation between schools: in particular between urban and rural and the high and primary sectors. The school travel plan team is currently using new software to examine local differences and to discover the schools which have higher than average numbers travelling by car. This should lead to a more targeted approach to travel planning and the promotion of sustainable travel to school. New work will be required with existing schools with Travel Plans that will experience changes as a result of the School Organisation Review.

3.8.3 Congestion

Data drawn from a provider called ITIS, which uses Global Positioning System (GPS) data and vehicle flows, shows that the following areas were particularly affected by congestion between 2005 and 2008. In *Figure 3.8.5* major towns such as Ipswich, Bury St Edmunds and Lowestoft are highlighted, as well as Brandon, Newmarket and Felixstowe. Congestion has been identified by highlighting roads in which the traffic was travelling slower than 15 mph or taking more than 4 minutes per mile during the morning peak

Figure 3.8.5: Locations affected by traffic congestion (2006)

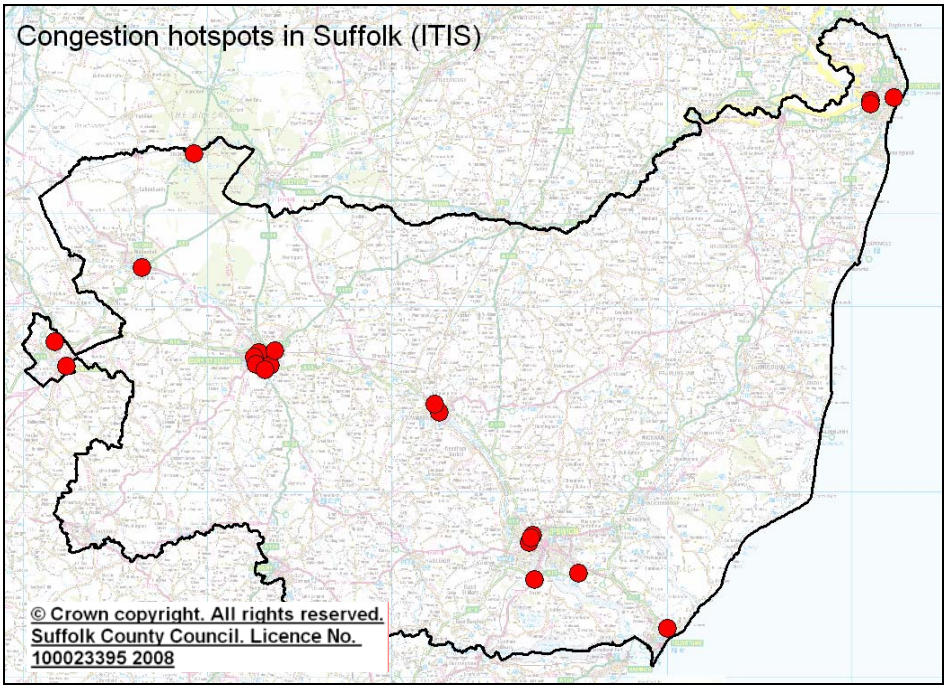


Table 3.8.1 shows peak journey times per mile based on local authority A roads (excluding highways agency roads) for the whole of Suffolk as calculated for the National Indicator 167 on congestion. It should be noted that there is no allowance made for traffic flows. Suffolk suffers less from congestion compared to the regional and national averages, however appears more congested than Norfolk and Cambridgeshire. There appears to have been no change in overall levels of congestion for the last few years in Suffolk.

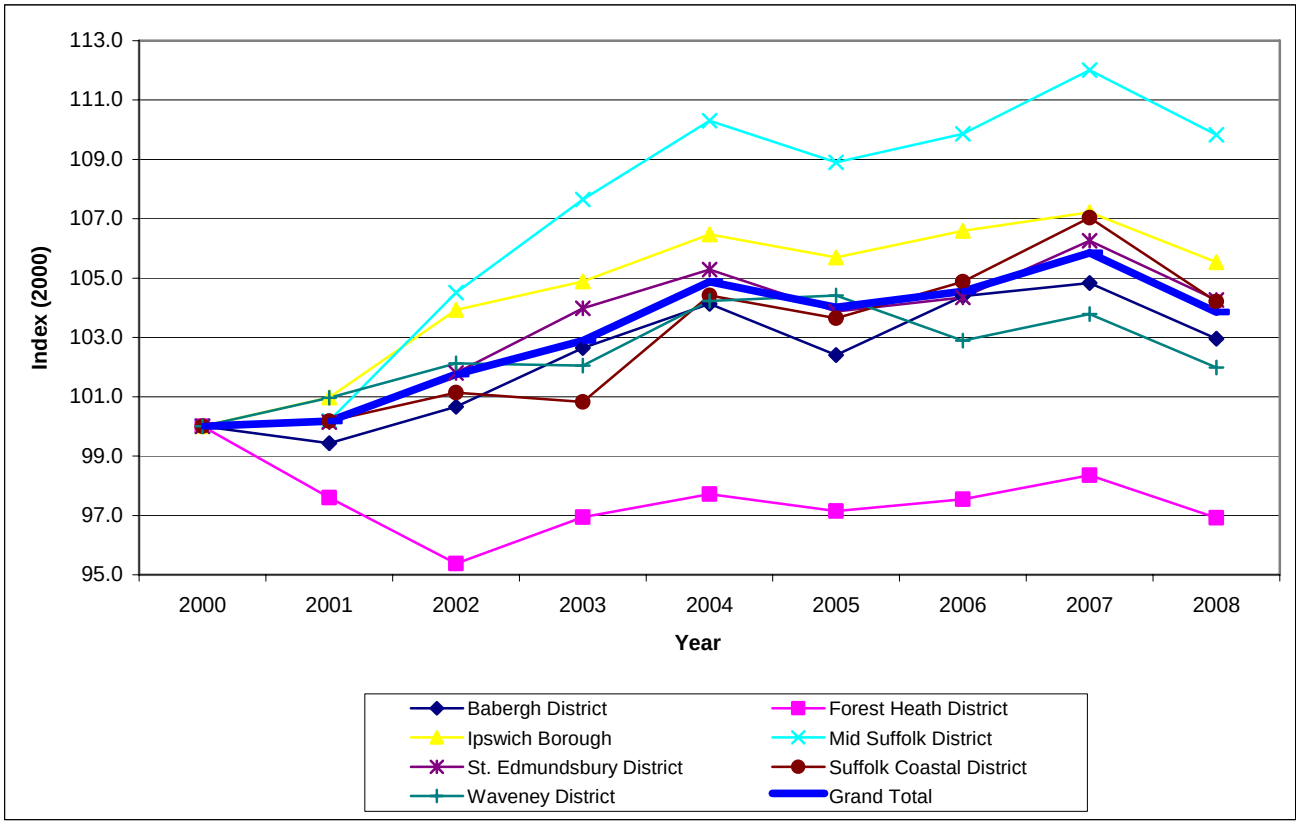
Table 3.8.1: Congestion Trends (ITIS, NI 167 Variant 3)

	2006-07	2007-08	2008-09
Bedford	2.37	2.35	2.46
Cambridgeshire	1.81	1.81	1.82
Central Bedfordshire	1.91	1.91	1.84
Essex	2.12	2.10	2.11
Hertfordshire	2.44	2.35	2.29
Luton	3.19	3.26	3.19
Norfolk	1.73	1.72	1.73
Peterborough	1.96	2.08	2.09
Southend-on-Sea	3.48	3.45	3.51
Suffolk	**1.86**	**1.86**	**1.86**
Thurrock	2.08	2.13	2.02
East of England	2.00	1.98	1.98
England	2.25	2.25	2.23

3.8.4 Traffic Volumes and Speeds

Figure 3.8.6 shows that the 2008 2% decrease in county traffic, is across the whole of the county, with all districts experiencing similar declines. The growth in the proceeding years of 6% from 2000 through to 2007, however, was not uniform across districts. With Mid Suffolk experiencing a growth of 12% - mainly due to growth on the A143 at Palgrave from 2001 through to 2004 and an increase on the A14 over the same period. While Forest Heath saw a decrease of 1.6% - mainly due to a drop in traffic on the A1101 Beck Row from 2000 through to 2002. All other regions have had growth, over the period, comparable to the Suffolk average of 6%.

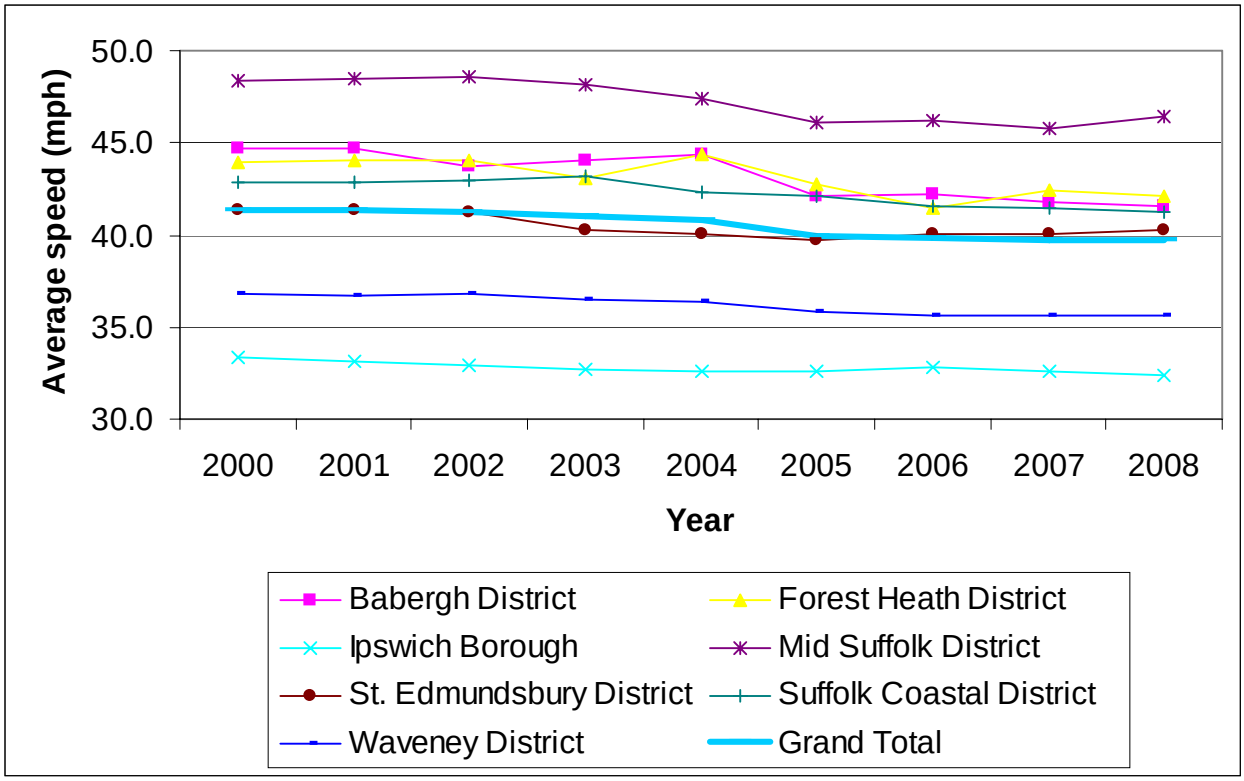
Figure 3.8.6 Traffic Volumes by District



Forest Heath District Council see improvements to the road traffic network in and around Brandon and the dualling of the A11 as particular priorities. The latter is seen as essential not only in terms of stimulating investment and local development but also as a means of alleviating some of the transport issues in Brandon and air quality issues at Elvedon crossroads (See Figure 3.13.6)

Figure 3.8.7 shows the average speed has changed across the county. The relative speeds in the different districts are dependent on the particular road type mix used so should not be compared with each other.

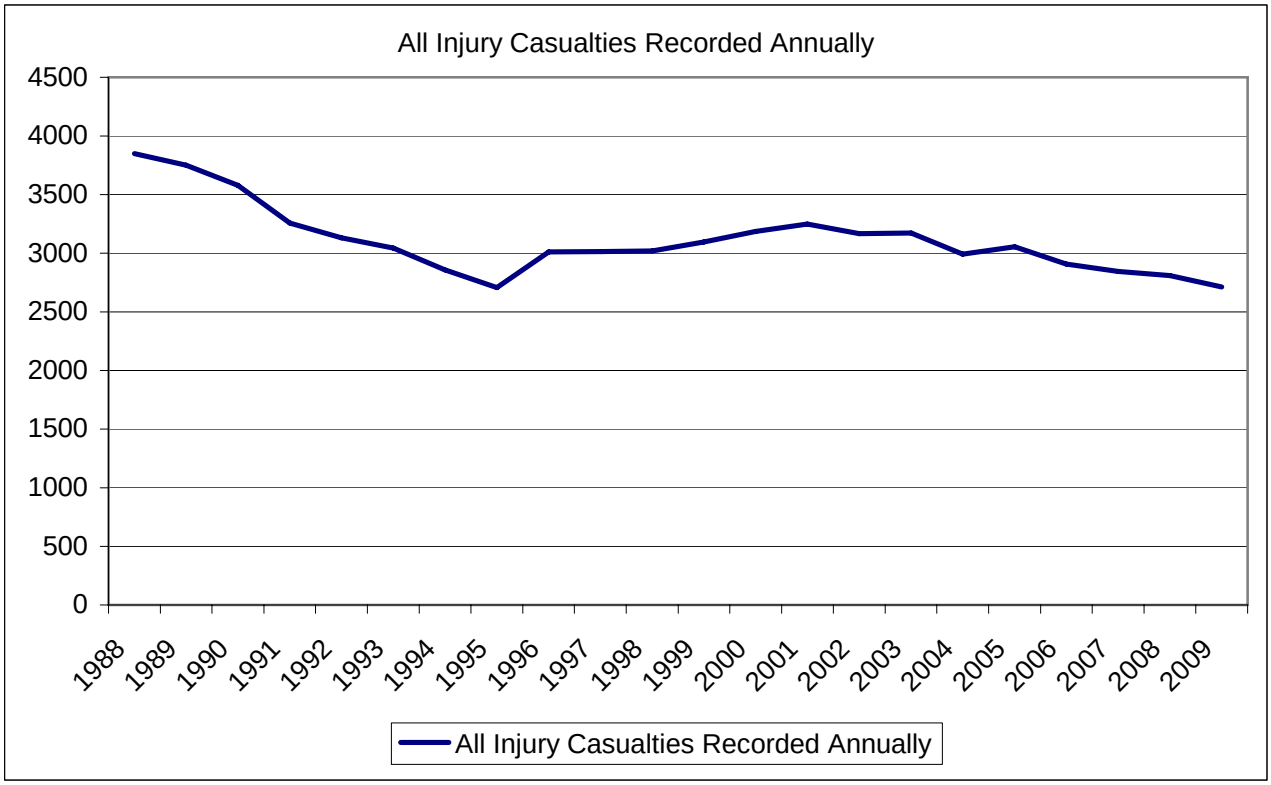
Figure 3.8.7: Average Traffic Speed by District



3.8.5 Road Accidents

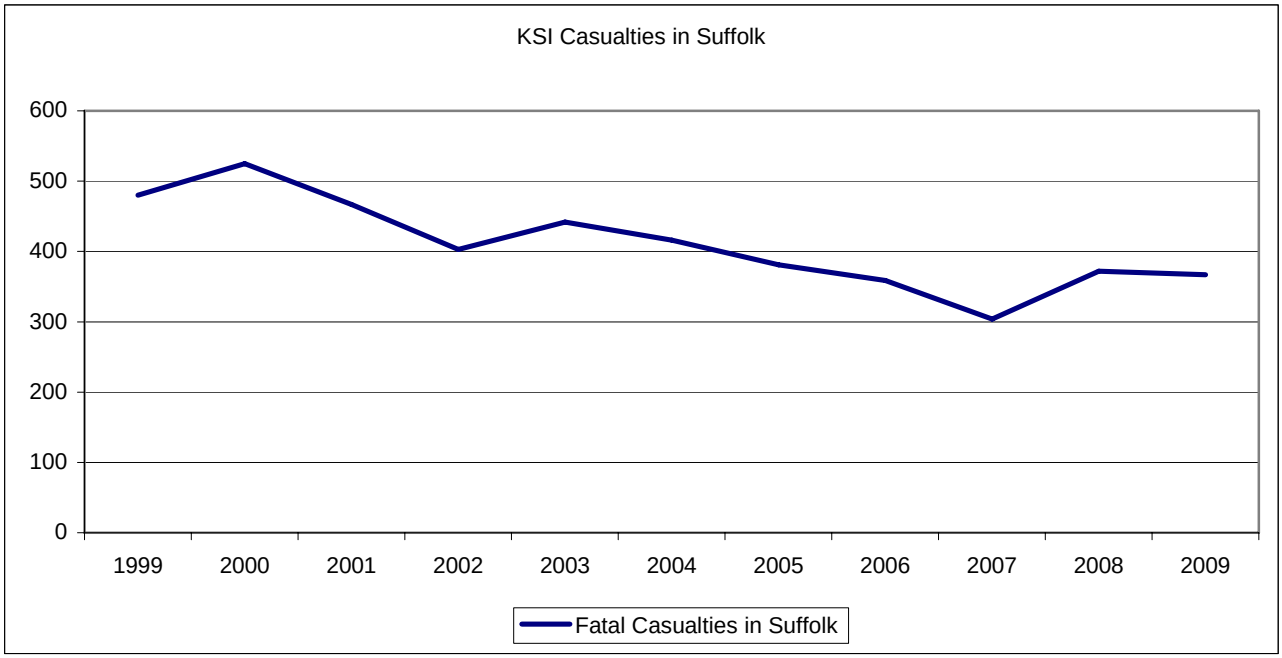
Figure 3.8.8 shows the total number of road accident casualties in Suffolk from 1988 to 2009. All injury casualties show a reduction between 2001 and 2009.

Figure 3.8.8: All injury casualties in road accidents occurring in Suffolk



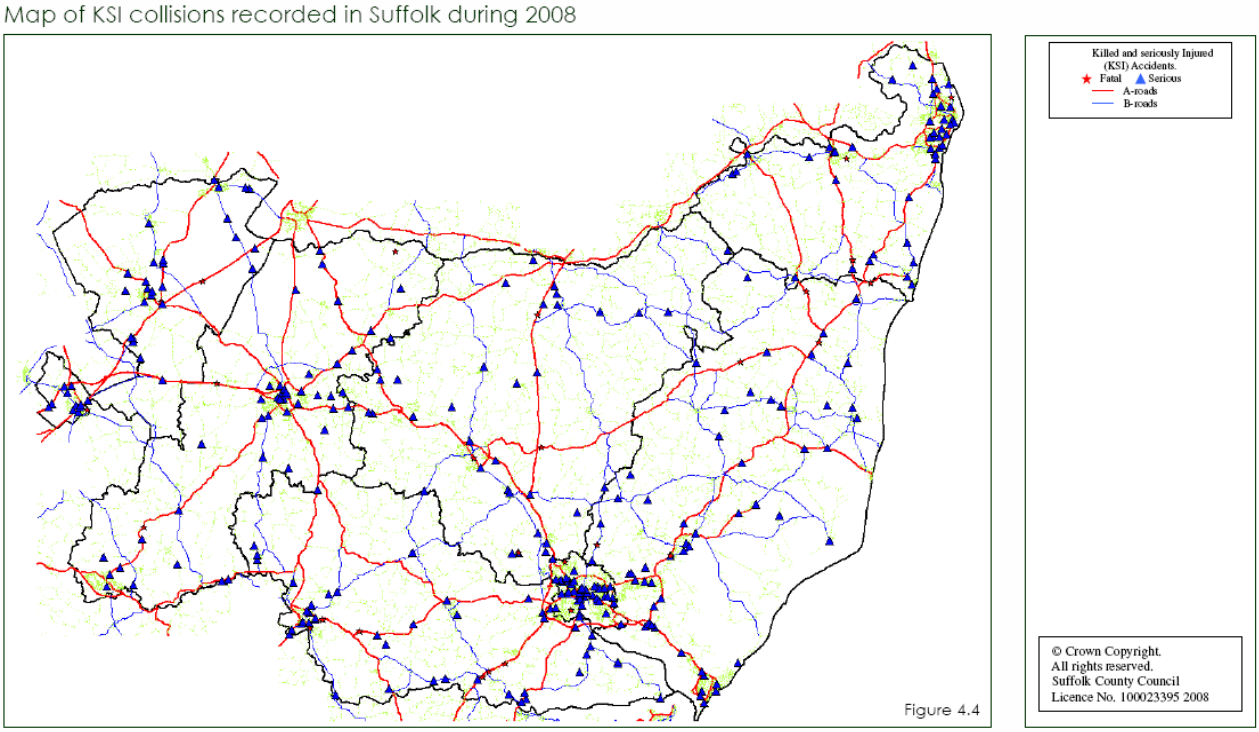
As *Figure 3.8.9* shows good progress has been made with reducing the number of Killed and Seriously injured casualties since 1999, however the increase in 2008 and 2009 means that the County is some way off meeting the national target of 40% reduction on the 1994-98 average (287) by 2010.

Figure 3.8.9: Killed and seriously injured road casualties in Suffolk



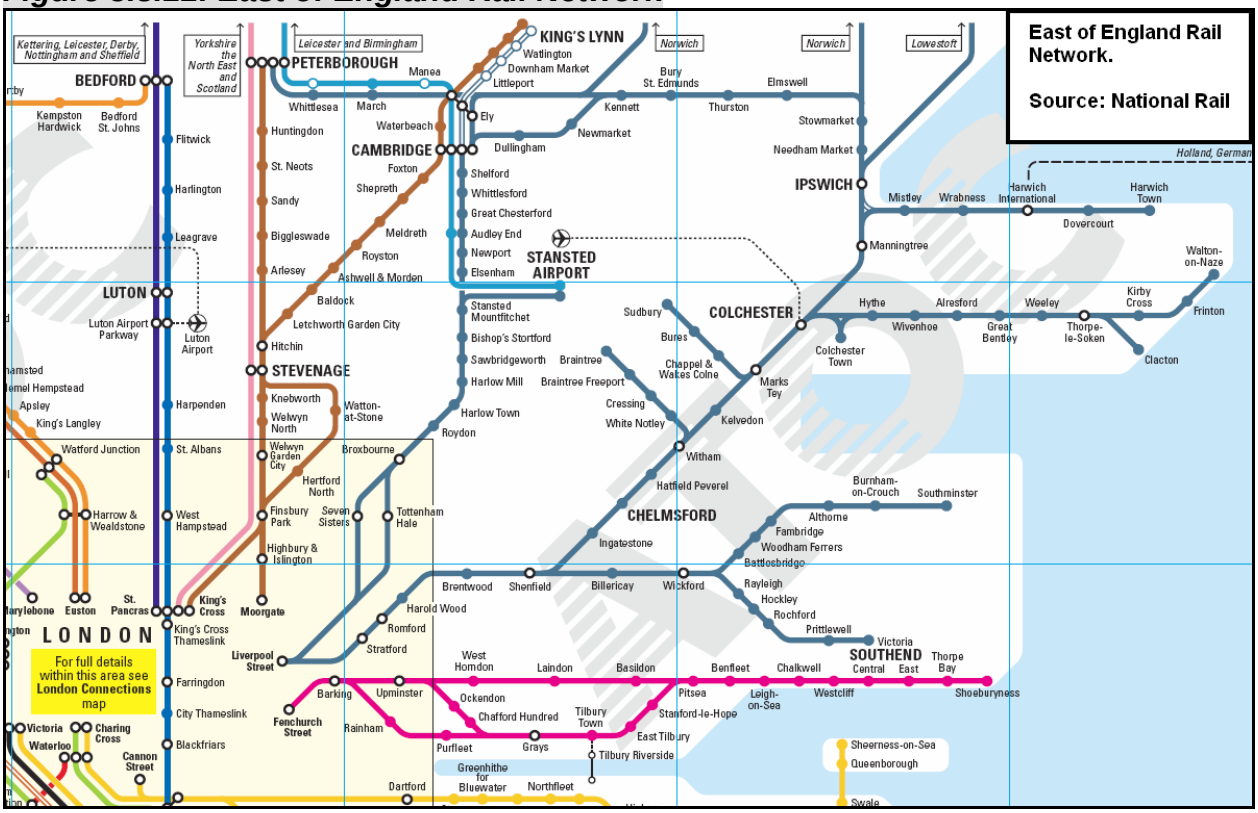
The following map displays the spread of fatal and serious accidents throughout the county. Although there is some concentration in urban areas, there is a spread of accidents on rural roads.

Figure 3.8.10: Location of killed and serious road collisions in Suffolk in 2008



3.8.6 Rail Links

Figure 3.8.11: East of England Rail Network



In addition to the provision mapped above, key rail expansion projects are planned for Suffolk, including:

The Beccles Loop: This project involves the construction of a parallel track at Beccles station, which will allow trains to run hourly between Lowestoft and Ipswich.

Felixstowe Duelling: Plans are approved to duel 4.25 miles of line between Trimley Station and a point west of Levington Bridge[4] by 2014 as part of the Felixstowe and Nuneaton freight capacity scheme.

Bacon Factory Curve: This project which has been proposed for at least a decade has now been fast-tracked thanks to the Olympics. Known as the Bacon Curve due to an old bacon factory which used to be situated there, the scheme is a proposed connecting rail line between the Great Eastern Mainline and the East Suffolk Line just north of Hadleigh Road in Ipswich. The link would allow freight trains from the Port of Felixstowe direct access to the Midlands via the line through Bury St Edmunds. Bacon Curve will ensure that around 24 freight trains to and from the Port each day avoid the Olympic site; at the same time it will free up capacity for more passenger services.

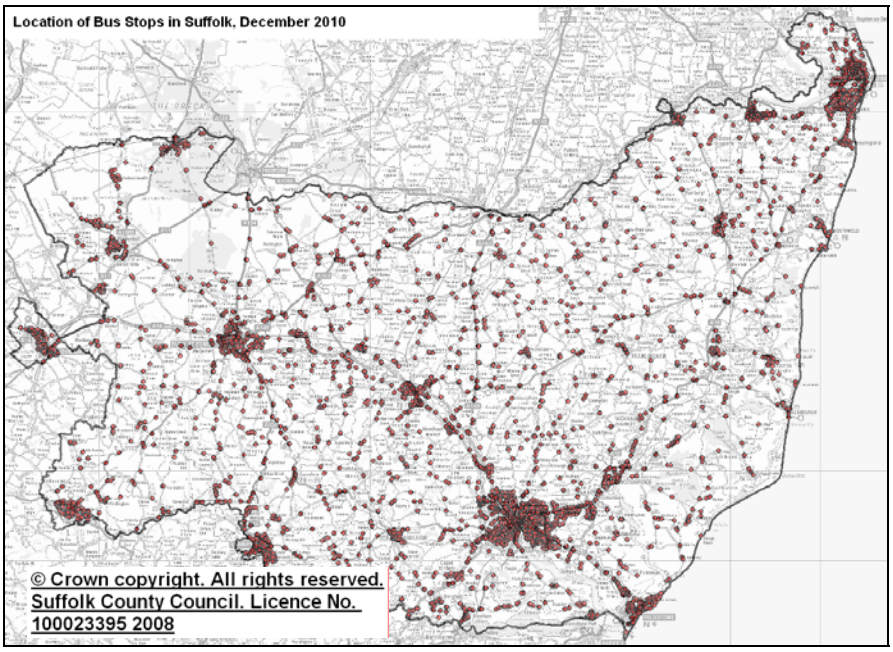
The project is now in the design stage and includes a viaduct. The link needs to be long enough so lengthy freight trains do not cause delays when crossing from the mainline to the East Suffolk Line. The radius of the curve means speeds will be limited to 30mph. It is yet to be decided whether the link will be single or dual track. A single track would cost £30million while dual track is estimated to cost £47millllion. Construction is due to start in 2010.

The proportion of containers travelling from the Port of Felixstowe by rail has not grown since 2003/4 and remains at the same levels seen in 1999 but the number of units has increased by 87% since 2001/2

3.8.7 Bus Coverage

The map below shows the bus stop points in Suffolk, a useful indicator of bus coverage within the county. It should be noted that there is a strong policy to move towards demand responsive transport for Suffolk. In addition to this, there are three park and ride schemes in the county, all of which operate in Ipswich. There is also a temporary park and ride service which runs in Bury St Edmunds over the Christmas period. There were 20,122,190 bus passengers in Suffolk in 2008-9, a little down on the previous year.

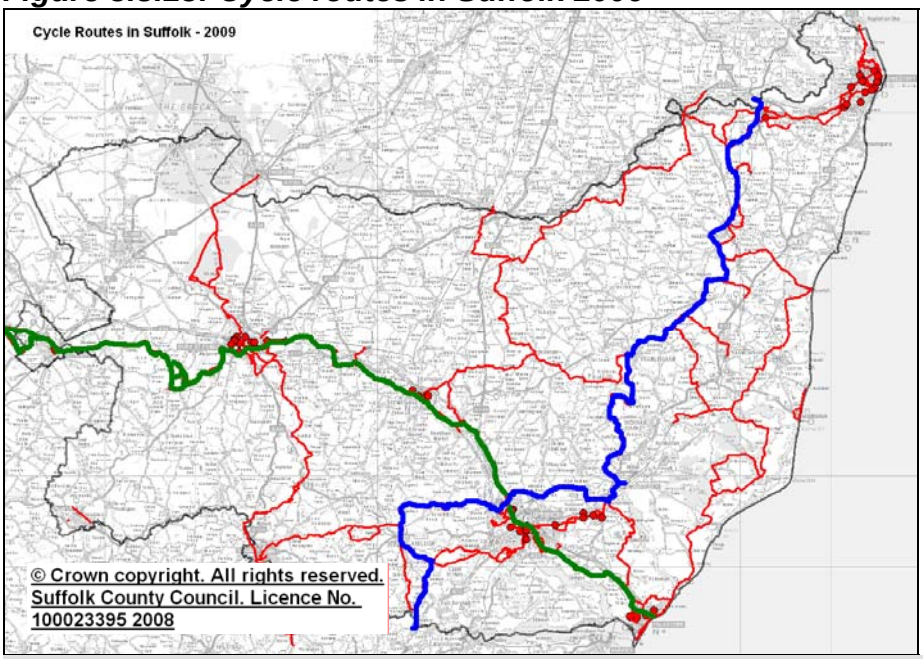
Figure 3.8.12 Location of bus stops in Suffolk December 2009



3.8.8 Cycle Paths and Provision

The map below shows cycle routes in Suffolk. Of particular interest are the national cycle routes running through Suffolk, including NCR1 running from Stratford St Mary, north to Beccles (blue), and NCR51 which runs from Felixstowe to Newmarket (green). Key improvements are being made in town centres such as Ipswich, Lowestoft and Bury St Edmunds. Cycling in Ipswich increased in 2009-10 although the counts from 19 sample sites mainly in Ipswich, Bury St Edmunds and Lowestoft showed a slight fall from the previous year.

Figure 3.8.13: Cycle routes in Suffolk 2009



3.9 Retail and Employment Land 2007/08 (2008/09 Unpublished)

Completions in Regional services

Regional services are defined as completed major development in retail, office and leisure falling in the Use classes B1a, A1, A2 and D2. In terms of returns on regional services, Suffolk gained 118,888 m² in 2007-8. This is a large reported increase on 2006-7 largely because Ipswich did not complete a return last year. 2008-9 saw the opening of the arc shopping centre in Bury St Edmunds, the only new shopping centre in the country that year.
Most of the new development in recent years has been in the towns whilst most development lost has occurred outside the town centres.

Key Centres for development and change (KCDC) identified in the East of England Plan, in Suffolk are in Ipswich, Lowestoft and Bury St Edmunds. Policies for employment land development will be concentrated in these areas, as they are (a) most accessible by a choice of transport modes and (b) most able to accommodate development without serious harm to amenity. It is for these reasons that districts have returned data for development within the KCDC areas for the first time in 2007-8. For the purposes of these returns, the Ipswich KCDC comprises of the Ipswich policy area, and therefore includes parts of the Babergh, Mid Suffolk and Suffolk Coastal districts. The increase in employment floorspace (B1-B8) has been greatest in Ipswich in 2007/8 with a net increase of 8,577m2 in its policy area. Bury has seen an increase of 4,291m2 (although losses are not recorded) and Lowestoft 2,626m2. Lowestoft had the highest proportion of its development on Previously Developed Land at 70.5% followed by Ipswich (62%) and Bury St Edmunds at 13%. Data for 2008/9 will shortly be published in the Monitoring Report for the East of England Plan.

3.10 Landscape and Biodiversity

As of March 2007, Suffolk has over 46,000 hectares of Area of Outstanding Natural Beauty (AONB) concentrated along the Suffolk Coast and in the Dedham Vale, 92,000 hectares of Special Landscape Area (SLA) and 5,200 hectares of historic parkland. In terms of wildlife, there are 900 County Wildlife Sites (CWS), alongside 144 Sites of Special Scientific Interest (SSSI) and 39 Local Nature Reserves (LNR), as well as 8,300 hectares covered by the RAMSAR Convention on wetlands, 27,000 hectares of Special Protection Area (SPA) and 6,000 hectares of Special Areas of Conservation (SAC). As reported in *The Review of the extent and condition of Biodiversity Action Plan Habitats in East of England* (March 2009) 87% of Suffolk's SSSIs were in favourable condition in 2009, up 1.7% since 2005. This compares to the regional average of 79.4% and national average of 86%. The national target is for 95% of land in SSSIs to be in favourable or recovering by December 2010.

Aware of the sensitivity of the AONBs in Suffolk, traffic flows in the areas have been monitored for some years. The average growth in traffic to the Suffolk AONBs from 2000 through to 2009 was around 5% for both Dedham Vale and Suffolk Coast & Heath.

For 2009, however, Dedham Vale saw a 1.7% increase which follows a 1.9% decrease in 2008, whilst Suffolk Coast & Heath had a marginal decrease of -0.2% in 2009.

Table 3.10.1 Change in traffic flows in the Suffolk AONBs

District	No. of traffic counting sites	% change 2000 to 2009	% change for 2009
Dedham Vale	5	4.7	1.7
Suffolk Coast & Heath	14	5.5	-0.2

During 2009 emergency work had to be started by the Environment Agency on the Bawdsey, Hollesley and Alderton stretch of the coast in Suffolk Coastal due to the mechanical erosion by the North Sea. Long term management of the Suffolk Coast will be provided by three Shoreline management Plans (SMPs). These documents look at the risk to developed, historic and natural environments and set out the proposals for defence or managed retreat as may be deemed necessary. The Kelling to Lowestoft SMP and Essex and South Suffolk SMP went out on consultation in March 2010 whilst the Suffolk SMP is in the process of formal adoption. These plans

will have important implications for habitats and some implications for transport in terms of changes in assets and accessibility to coastal communities.

3.11 Conservation Areas and Listed Buildings

In 2007/8 there were 168 Conservation Areas (CA) in Suffolk, covering 6,293 hectares. Many of these are in town centres where transport and views are a concern. Developments to buildings in such areas are controlled to ensure they retain the character of the areas. There were also 16,609 listed buildings, 414 of which were Grade I, 15,306 Grade II and 879 Grade II*. Only 129 (0.8%) were classified as "at risk".

3.12 Greenhouse Gases / Climate Change

There is very strong evidence that humans are changing the climate by their actions, especially through emissions of greenhouse gases, like carbon dioxide (CO_2) which artificially warm the atmosphere of the earth. In the UK, ONS figures for 2007 show that road transport accounts for 25% of total CO_2 emissions, whilst in Suffolk it is 29% and East of England 33%. *Figure 3.12.1*sets out the latest data available for Suffolk and its Districts.

Table 3.12.1: CO_2 emission estimates (2005-2007 revived, ONS 2009)

Area	Year	Industry and Commercial	Domestic	Road Transport	LULUCF	Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
Babergh	2005	218	213	249	- 2	678	86.1	7.9
	2006	219	216	246	- 2	679	86.7	7.8
	2007	200	209	247	- 1	655	86.7	7.6
Forest Heath	2005	218	140	207	38	603	61.1	9.9
	2006	215	143	206	38	602	62.1	9.7
	2007	209	138	201	36	584	63.2	9.2
Ipswich	2005	320	271	125	0	717	120.2	6.0
	2006	313	274	126	0	714	120.4	5.9
	2007	297	267	124	0	689	121.0	5.7
Mid Suffolk	2005	267	209	284	- 1	759	90.7	8.4
	2006	260	215	285	- 2	757	92.0	8.2
	2007	254	209	287	1	750	93.8	8.0
St. Edmundsbury	2005	782	240	285	- 12	1,294	100.8	12.8
	2006	811	243	278	- 11	1,321	101.9	13.0
	2007	696	236	282	- 5	1,209	102.9	11.8
Suffolk Coastal	2005	247	307	294	- 21	828	120.7	6.9
	2006	258	312	294	- 17	848	122.2	6.9
	2007	240	302	292	- 16	819	124.4	6.6
Waveney	2005	354	274	168	- 3	793	116.5	6.8
	2006	339	277	164	- 3	777	116.8	6.7
	2007	323	267	162	- 2	749	117.3	6.4
Suffolk	2005	2,407	1,654	1,611	- 0	5,672	696.1	8.2
	2006	2,416	1,679	1,600	3	5,698	702.1	8.1
	2007	2,217	1,628	1,595	15	5,455	709.3	7.7
East of England	2005	16,638	13,487	14,548	617	45,289	5,563	8.1
	2006	16,422	13,657	14,275	608	44,962	5,607	8.0
	2007	15,782	13,250	14,439	636	44,106	5,661	7.8
UK	2005	238,045	149,568	137,186	- 1,934	522,866	60240.0	8.7
	2006	238,210	150,782	135,036	- 1,816	522,212	60587.9	8.6
	2007	232,945	145,725	136,361	- 1,815	513,216	60975.4	8.4

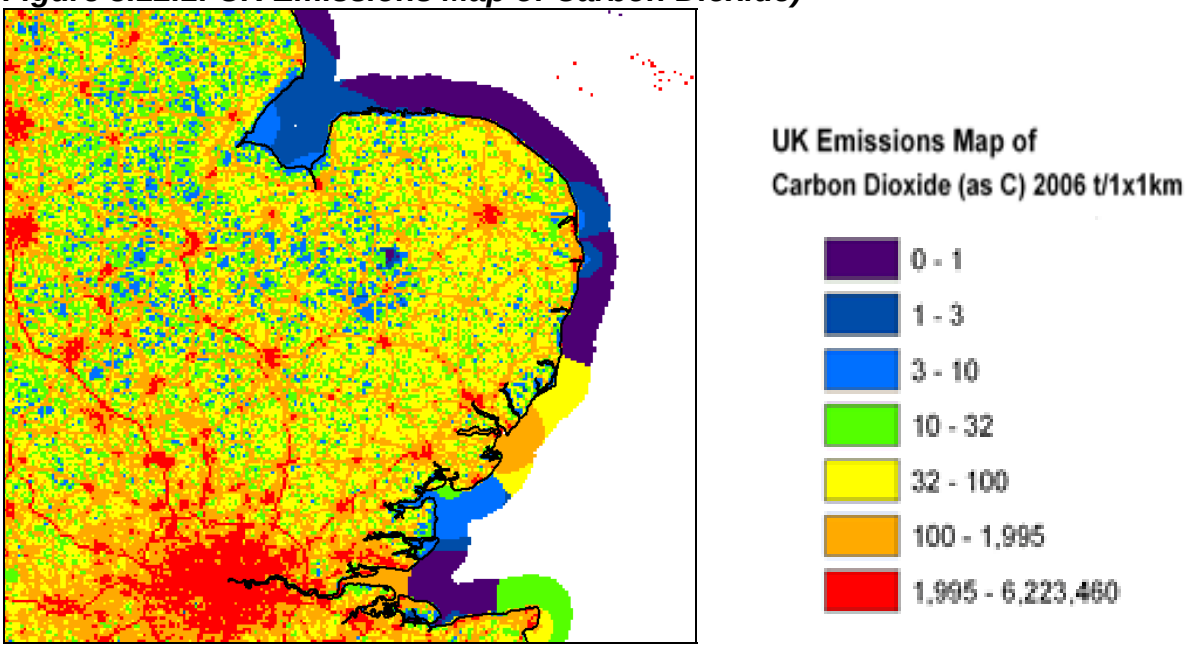
LULUCF = Land use, land use change, forestry

It is no surprise that the largest carbon emissions linked to transport are in Suffolk Coastal due to the location of Felixstowe port and the associated road container traffic. All areas have seen a reduction in CO_2 emissions over the period 2005 – 7 both from transport and in total. Transport emissions are

falling more slowly than domestic and industrial emissions. A fall in CO_2 emissions from transport in Suffolk is expected in 2008 -2010 due to the stability of the traffic flows, improvements in car technology, impact of the scrappage scheme and recession which has seen a reduction in container lorry movements in 2009 -10.

The map below shows carbon dioxide emissions with the highest emissions being in urban areas, linked by the key transport routes.

Figure 3.12.1: UK Emissions Map of Carbon Dioxide)



(Source: National Atmospheric Emissions Inventory (NATI)

The impacts of climate change also have significant impacts on the transport system. The weather experienced by Suffolk in 2009 was somewhat varied, including frequent experience of extreme events which have caused issues ranging from road safety to road maintenance.

According to the East Anglia Daily Times (10/12/09), 2009 saw the wettest November on record for Suffolk. The exceptionally cold winter which began in December continued through into 2010, and it was reported on the 4th January 2010 to be the coldest Suffolk winter in 18 years.

Wet weather and flooding are concerns for road safety. The graphs below show all accidents, including fatal, serious and slights, by weather condition. In 2009, there has been an increase in snow related accidents, moving from 18 to 28 in a single year. Interestingly, there has been a decrease in the number of accidents during wet weather.

Figure 3.12.2: Snow and road accidents 2006 -2009 (Source: Suffolk County Council)

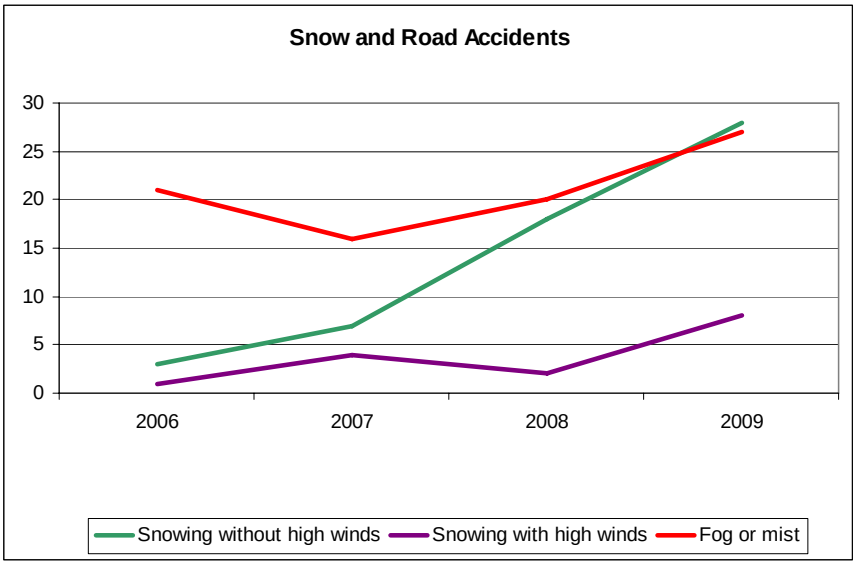
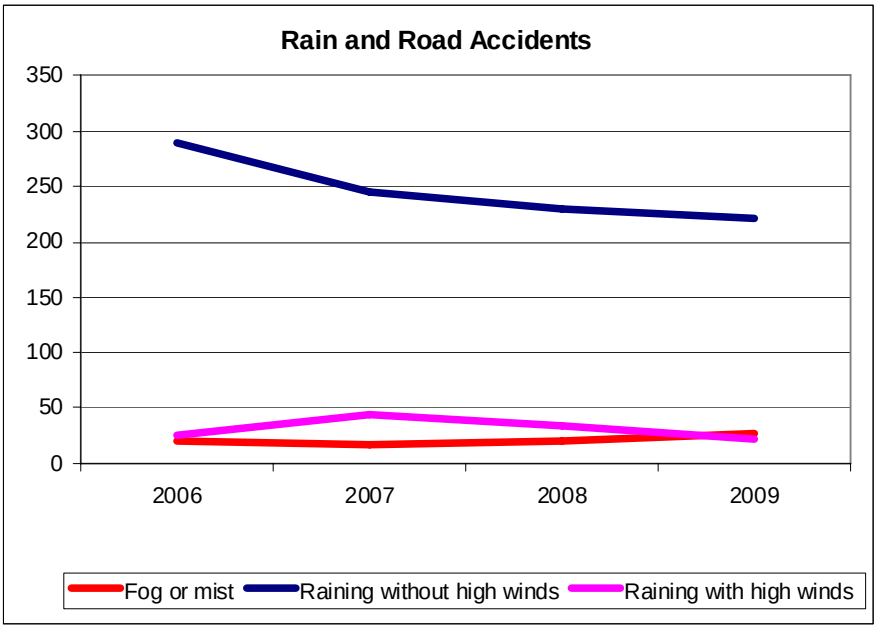


Figure 3.12.3: Rain and road accidents 2006-9 (Source: Suffolk County Council)



In terms of flooding, the wet weather towards the end of 2009 caused extensive road flooding incidents.

A £1.85m project to raise the A12 Lowestoft to Ipswich road by about a metre at Blythburgh was given funding in 2009.

In 2009 new projections came out of the UK Climate Projections 09 study predicting that by 2080 the East of England may experience:

- 3.6 ºC increase in average summer temperature
- 20% increase in winter rainfall leading to increased flooding
- 20% decrease in summer rainfall leading to summertime droughts and impacts on crop yields
- increase in relative sea level rise e.g. 37cm in Southwold by 2080

At a local level, the future implications of these climate projections could include:

- Increases in heat-related deaths and admissions with acute heat stress in summer months and other sun exposure disorders (e.g. skin cancer)
- Increased coastal and flood-plain flood events leading to damage to property and disruption to economic activity
- Water shortages
- Permanent coastal land loss leading to relocation of coastal communities inland
- Higher incidence of damage to transportation, utilities and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds and flooding). A longer growing season
- Decreased crop yields
- Increase in tourism to Suffolk

(Source: Suffolk County Council Greenest County website, 2010)

Specific concerns in Suffolk are:

- Closure of Felixstowe port or the Orwell Bridge due to high winds can cause congestion on the A14 leading to further problems in Ipswich. Both of these would have economic and air quality impacts in Ipswich.
- Effects of extremely hot weather when combined with road accidents (eg Emergency plan officers had to get water to stranded travellers on A14 after the road was blocked by an accident).
- Air quality issues for residents that want to open windows in very hot weather but live in Air Quality management Areas where this is not advisable.
- Concentration of ozone trapped in urban areas in very hot weather.

3.13 Pollution and Air Quality

In 2008/9 48% of household waste was recycled or composted, one of the highest proportions in England and a 2% increase on the previous year.

In 2006 and 2007 4 Air Quality Management Areas (AQMAs) were declared, 3 in Ipswich and one at Melton Hill, Woodbridge. A further AQMA was declared in 2008 in Cross Street, Sudbury, with two additional Areas declared in 2009, one at Ferry lane, Felixstowe (around the Dooley Inn) close to the main entrance to the Port of Felixstowe and the other at the northern end of Newmarket High Street/western end of Station Road including the Clock Tower Junction. The eighth AQMA is to be declared at Great Barton, on the A143 in June 2010. All are due to high Nitrogen Dioxide levels. The Action Plan for the Woodbridge AQMA is complete and a staged approach to implementation of measures to improve air quality has started. A Draft Action Plan has been prepared for the Ipswich AQMAs. Joint steering groups have been set up to prepare Action Plans for the other AQMAs.

Other locations of concern currently under investigation are: the Bramford Road/ Chevallier Street junction in Ipswich, Bury St Edmunds Northgate Street roundabout and the area close to the A12 Bascule Bridge in Lowestoft.

The Suffolk local authorities, Highways Agency, Environment Agency and Health Authority work closely together through the Suffolk Air Quality Management Group and are preparing a supplementary planning document for Suffolk, which will include advice on carrying out assessments for new development, including new roads and traffic management measures, and how impacts can be quantified.

Compared to the predicted number of AQMAs it was thought would be declared in Suffolk by 2009/10, we are over target. We thought we would peak at 10 in 2006/7 and fall to 6 after that but it has proved difficult to develop action plans that remove the problems. Also nitrogen dioxide emissions from vehicles are not improving quite as quickly as national figures suggest. Monitoring and modelling techniques have improved resulting in a more accurate identification of problem areas, with a number being just below the objective level. Current estimates indicate that up to ten AQMAs may be designated by 2010/11.

The locations of the AQMAs in Suffolk, along with a map showing air quality monitoring results for 2007, are shown below.

Figure 3.13.1: Location of AQMA in Melton, Woodbridge, SCDC.

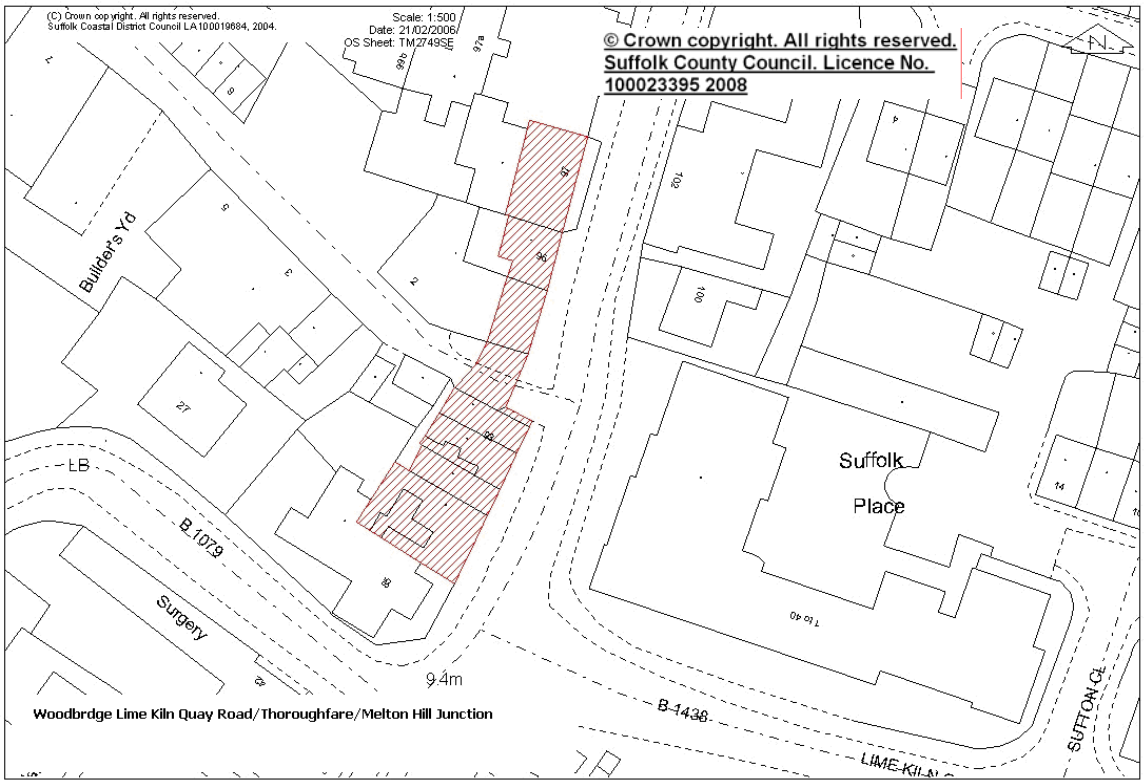


Figure 3.13.2: Location of AQMA in Sudbury
The AQMA abuts the boundary of a primary school.

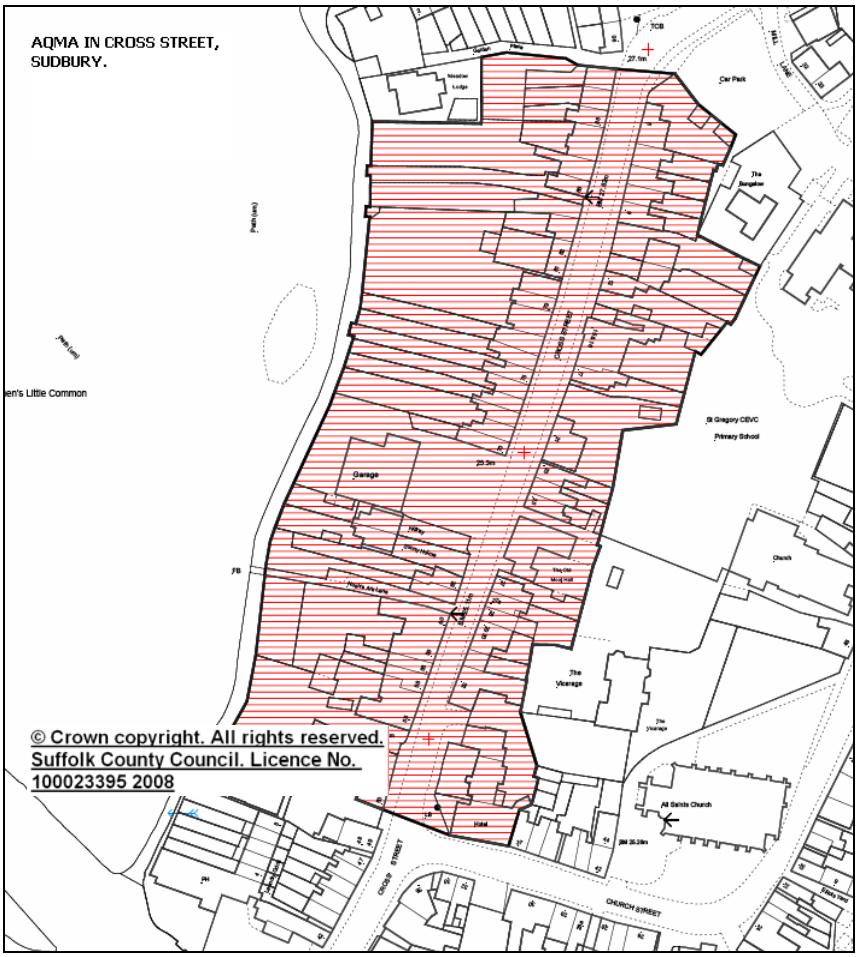


Figure 3.13.3: Location of three AQMAs in Ipswich

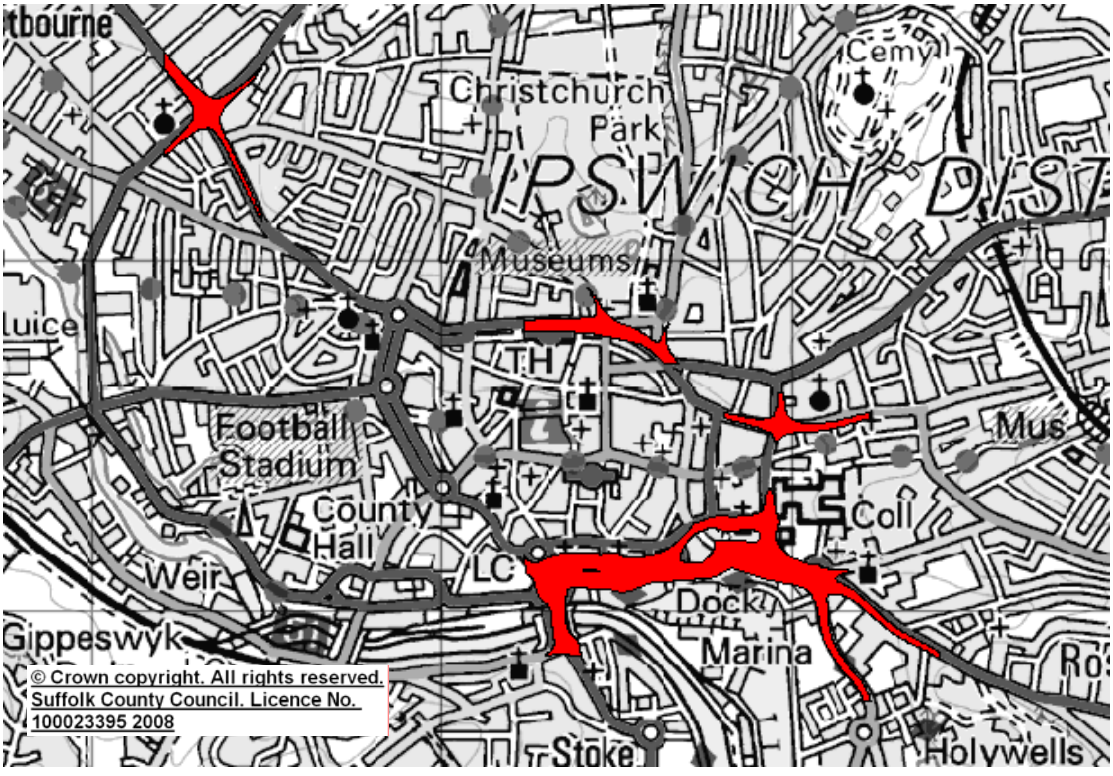


Figure 3.13.4: Location of the AQMA in Newmarket

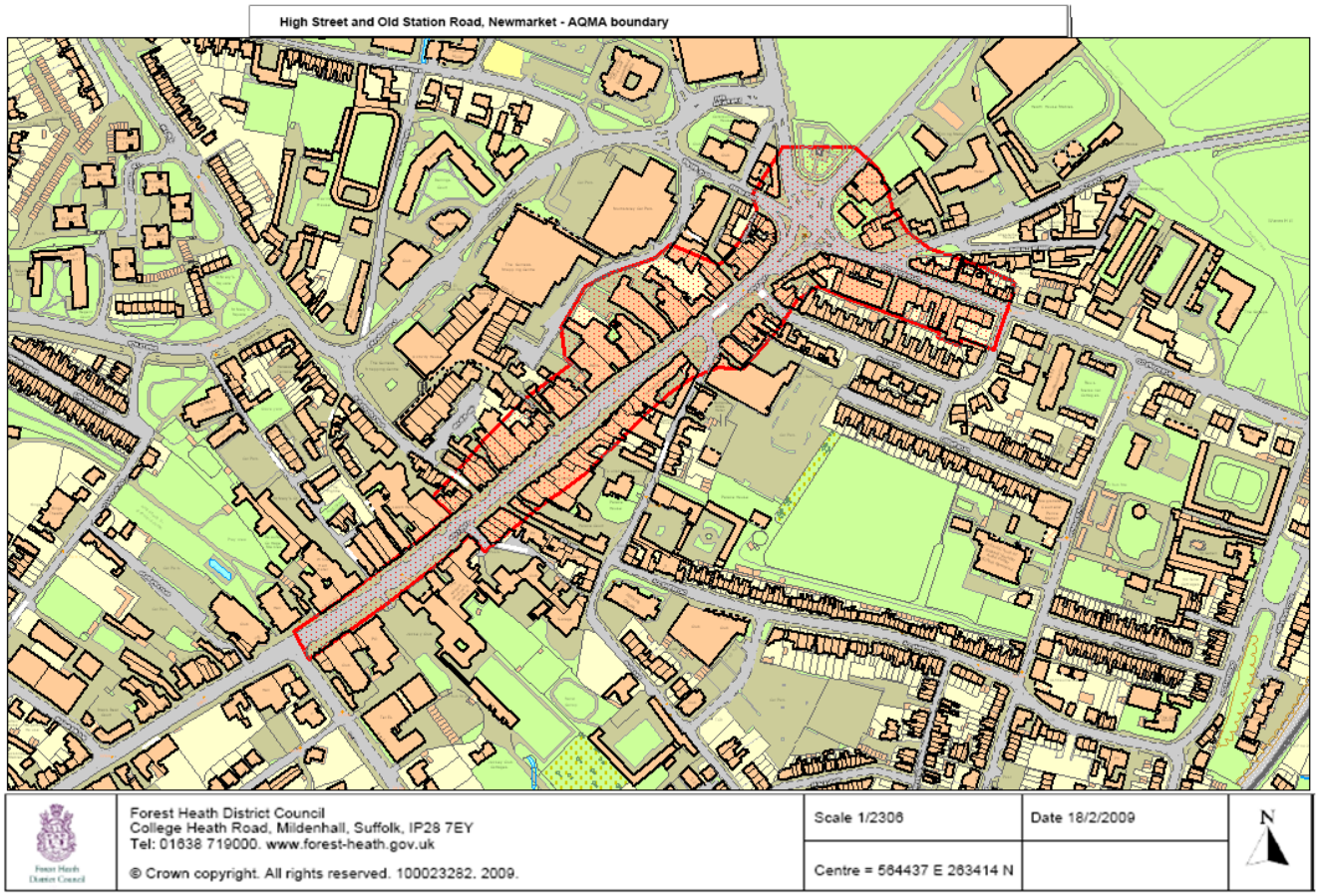


Figure 3.13.5: Location of the AQMA in Felixstowe

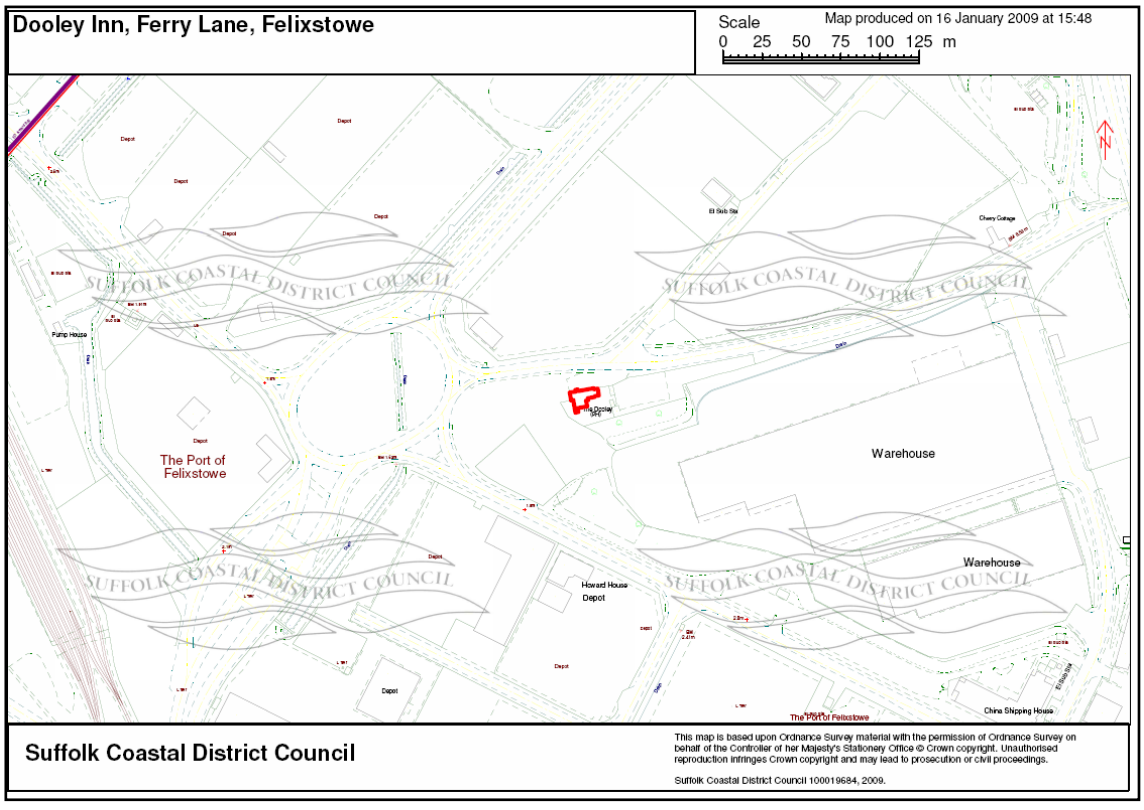
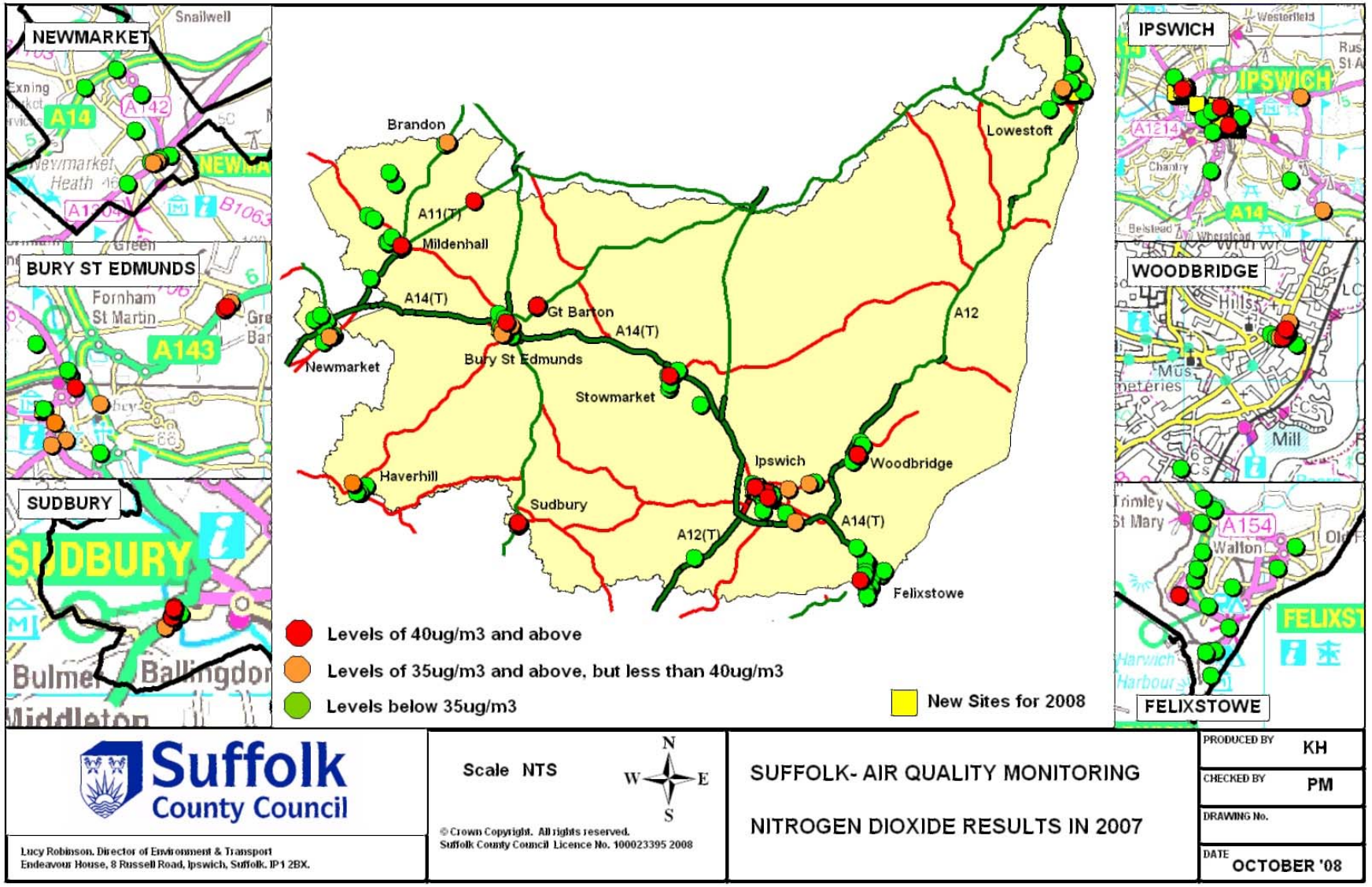


Figure 3.13.6: Air Quality Monitoring results in 2007



The map above shows where levels of nitrogen dioxide are high enough to be a concern (red dots. In addition to the locations that already have AQMAs, there are problems at Stowmarket, Mildenhall and Elvedon. Also of note are the orange dots where increases in congestion or traffic could easily increase the No2 levels to more dangerous levels.

3.14 Flooding and Water Quality

Environment Agency information suggests that around 12,000 properties in Suffolk are at risk of flooding from rivers or the sea (in the event of a 1 in 100-year fluvial or 1 in 200-year tidal flood). There were 12 flood warnings in 2009, the highest figure since 2007, The number of planning applications approved against Environment Agency flood risk advice increased in 2007/8, though the number is still low (11, previously 3). Significant flood risk also exists on the A12 and Blythburgh. In 2009 £1.85 million was secured to raise the A12 at Blythburgh.

Water quality in the Stour estuary worsened between 2000 and 2005, with 2km being downgraded to Grade B. 4km of the Orwell estuary is also classed as Grade B. Although chemical water quality is improving, the percentage of rivers where biological water quality was classed as very good reduced slightly between 2004 and 2005.

The existing flood risk management assets in Ipswich provide a 1 in 20 year standard of protection (5% annual probability of flooding) in some locations. This is significantly lower than the desired minimum of 1 in 100 year (1% annual probability of flooding), the usual standard for a dense urban area at risk of tidal flooding, as set out by Defra in its Flood and Coastal Defence Project Appraisal Guidance (MAFF, 1999). Hence a Tidal Barrier is proposed, located within the tidal River Orwell in the centre of Ipswich at the downstream end of the New Cut section, with associated works on the west bank, east bank and on the middle island site (an area of land situated between the New Cut and the Wet Dock.

The first phase of funding for the tidal barrier was secured in March 2008, which should enable the £50million scheme to progress. In spring 2010 an application to build the barrier will be submitted to the Secretary of State for the Department of Food and Rural Affairs (Defra) through a Transport & Works Act Order. As part of the planning application process public consultation will be held during the summer of 2010. It is hoped that a start will be made on building the barrier during the winter of 2011/12 and will take 2 years to complete. This is a vitally important scheme to guarantee the future protection of the commercial and residential areas of the centre of Ipswich from flooding, fundamental to further regeneration and is supported by local policy in the submitted Ipswich Borough Core Strategy.

3.15 Energy

Energy consumption in the East of England has reduced by about 6% since the peak in 2005 in line with Great Britain as a whole. Domestic consumption has fallen by 7% since 2004.
(Source: Sub-national electricity consumption data – Department of Energy and Climate Change December 2009)

The Department for Energy and Climate Change publishes LA level figures showing energy sales, by type of use. The figures for Suffolk are shown in the table below. It is encouraging to see reductions each year in both domestic and industrial sales.

Table 20: Energy sales in Suffolk and by District

	Domestic Sales (GWh)				**Commercial and Industrial Sales (GWh)**			
	2005	**2006**	**2007**	**2008**	**2005**	**2006**	**2007**	**2008**
Babergh	209	206	206	194	241	245	221	239
Forest Heath	148	145	143	135	305	297	284	273
Ipswich	245	243	244	230	432	405	375	364
Mid Suffolk	234	231	231	217	297	281	271	273
St Edmundsbury	227	223	223	209	393	390	366	367
Suffolk Coastal	306	300	300	285	320	338	314	322
Waveney	249	245	244	230	417	404	381	363
Suffolk Total	1618	1593	1591	1500	2405	2360	2212	2201

Suffolk's renewable energy generation capacity was at least 35.528MW as at December 2008 (Renewables East, 2008). The Greater Gabbard offshore windfarm will produce enough electricity to power all of Suffolk's households when completed. Much of this is towards the northern and eastern regions of the county.

3.16 Key Issues in Suffolk

Table 3.16.1 includes a summary of key issues for Suffolk, identified primarily from the baseline data in Section 3. It suggests a future baseline for Suffolk, assuming that the direction of travel identified is likely to continue.

Table 3.16.1: Key Issues in Suffolk

Social issues	
Health	• Childhood obesity is an increasing problem. According to the Suffolk PCT, in 2007/08 8.95% of children in reception are obese, where 15.28% of children in year six are obese. Both these figures are below the regional and national averages. • In 2009 33% of children in Suffolk use active methods to get to school: with the proportion walking increasing 2005-09. • Data is limited for indicators related to healthy lifestyles, i.e. outdoor and children's playing space. • Adult obesity is also an issue for Suffolk, with latest NHS data (2003-2005) suggesting that 26.4% of adults are obese, which is above the national average of 23.6%.
Education and skills	• In 2008, 21.5% of Suffolk's working age population have no qualifications. This is higher than the East of England average (11.8%), as well as the national average. (12.4%) • In 2008, A level students scored an average of 712.7 points, above the regional average of 634.9, but below the national average of 739.8. • At GCSE level, 66.2% of students achieved 5 or more GCSEs at A*-C, higher than both the regional (67.5%) and national (65.3%) averages. • However, the county's performance at Key Stage 2 (age 11) was lower than regional and national averages; only 80.5% of children reached at least level four, compared to 83.5% regionally and 82.6% nationally. • Access to further education establishments is an issue across large parts of southern Suffolk, coastal Suffolk and northern Suffolk.
Crime and anti-social behaviour	• The overall crime rate in Suffolk has dropped in the last year according to the 2009 data. The rate is also lower than regional and national averages. Fear and perception of crime however remain high.
Poverty and social exclusion	• Levels of deprivation are relatively low for Suffolk as a whole, but pockets of high deprivation exist mainly in towns. Areas of Ipswich and Lowestoft rank amongst the most deprived 10% in the country, some worsening according to the 2007 index. • Specifically, the IMD and SCC access maps highlight the northern areas of Suffolk Coastal DC and southern areas of Waveney DC as having a lesser level of access to towns and dentists. Babergh suffers from lower levels of access to further education, whilst hospital provision for southern Waveney and north Suffolk Coastal is a problem.
Access to services	• Large parts of coastal and central areas, notably in Babergh and Mid Suffolk are not within easy reach of further education facilities. North-east Suffolk has very poor access to A & E hospitals.
Employment	• In September 2009 the claimant count rate in Suffolk was 3.2%; this is a decrease since the annual high in March of 3.9%. This is lower than the national and East of England average.
Housing	• Housing stock is currently growing at a rate faster than required by

	the RSS (by 66 houses a year). Clearly there will be associated infrastructure requirements in addition to these dwellings, • In 2008/09 36.1% of completed dwellings were classified as 'affordable', a figure which has been increasing since 2006. Affordability is however a problem in Suffolk with a house price-to-income ratio of 6.5 in 2009.
Quality of living environment and community participation	• According to the 2008-9 Suffolk Place survey, 86% of Suffolk residents are very or fairly happy with their local area as a place to live. This is up from 81% in the 2006-7 BVPI Satisfaction survey. • Although the number of pupils visiting museums and galleries in organised school trips has been rising steadily over the past three years, the figure is still well below the regional average.
Environmental issues	
Water and air quality	• Water quality in the Stour estuary worsened between 2000 and 2005, with 2km being downgraded to Grade B. 4km of the Orwell estuary is also classed as Grade B. Although chemical water quality is improving, the percentage of rivers where biological water quality was classed as very good reduced slightly between 2004 and 2005. In 2008 the Stour was graded A for chemical and biological quality, in contrast to the River Deben graded C. • Chemical and biological water quality in the River Gipping remained unchanged between 2005 and 2008, with a rating of very good for biological quality, very good for ammonia content, and good for % saturation. • There are currently eight designated AQMAs in Suffolk, in Ipswich, Woodbridge, Felixstowe, Newmarket, Sudbury and Great Barton. It is expected that in the next decade there could be as many as ten. • Air quality hotspots can be identified as being of most concern in areas such as Felixstowe, Ipswich, Woodbridge, Mildenhall, Great Barton, Bury St Edmunds and Sudbury.
Soil	• Although more houses are being built on PDL, 39% of houses built in 2006/7 were on Greenfield land. In addition, at the end of 2006/7, 37.5% of housing commitments were on Greenfield sites. Data for 2007/08 shows that 65% of all completions were on PDL, which is an improvement on previous years.
Water and mineral resources	• Mineral extraction in Suffolk primarily involves sand and gravel, of which there are adequate supplies. Trend data shows that production of recycled aggregates has increased significantly in the last few years compared to pre-1998 levels, and proportion of total mineral sales that they represent continues to rise. • No data for water consumption and supply is available at county level.
Waste	• Although waste levels are decreasing and recycling and composting is increasing, Suffolk has relatively high levels of household waste per person.
Traffic and Travel Trends	• Traffic levels at monitored locations in Suffolk increased steadily between 1999 and 2004. This has implications for many environmental aspects, including air quality and pollution, congestion, road safety, tranquillity and climate change. Over the last three years growth has stabilised and then reduced by 2% in 2008, however is still likely to increase in localised areas depending on the location of new housing development. • The dispersed nature of Suffolk's rural population, combined with a lack of services, regular scheduled public transport and a growing population, could lead to increased demand for private travel. • The Port of Felixstowe, the largest container port in the country, has a large impact on HGV traffic in Suffolk, particularly on the A14. Proposed port expansion would lead to an increase in HGV traffic in

	the future. • According to the 2001 census, 21% of Suffolk residents travelled to work by sustainable modes (bus, cycle, walk, taxi), below the regional and national averages although Suffolk figures for walking and cycling were above average. The travel to work survey carried out in 2009 on public sector employees in Suffolk show that 33% people travel to work sustainably using bus, car passenger, cycle, Park and ride, taxi or walk, in more than half of the local authorities. • Just over one third of children are taken to school by car whilst only 17% travel by bus. • Links to London are good by rail, with Ipswich, Stowmarket and Needham Market on the main line to London Liverpool Street. Improved service can be expected between Lowestoft and Ipswich, as well as freight capacity between Felixstowe and Nuneaton. • Bus stop coverage of the county is comprehensive, and travel is discounted or free for children under 5 and older people. • Cycle path provision is good, with travel planners employed by Suffolk County Council to integrate travel plans into both new developments and schools. • According to the 2001 Census, the average resident of Suffolk travels 15km to work. This is further than the national average of 13.4km, but around average for the Eastern region. The majority of working residents (77%) remain in the county for work, so most of these journeys are wholly within Suffolk. • The percentage of the workforce who work mainly from home was slightly higher than average at around 10%. • The proportion of containers travelling from the Port of Felixstowe by rail has not grown since 2003/4 and remains at the same levels seen in 1999 but the number of units has increased by 87% since 2001/2 • Extreme weather conditions such as high winds are a risk to local reliability of travel times if Felixstowe port or the Orwell Bridge are closed causing congestion if traffic backs up into Ipswich.
Reduction in green house gas emissions	• Motor vehicles are a major source of carbon dioxide emissions, however emissions have fallen between 2005 and 2007 due to reduced traffic growth and advances in vehicle technology and fuel efficiency. • Domestic consumption of electricity fell from 2003 to 2005 and the amount of renewable energy produced increased. Industrial consumption of electricity has reduced slightly. • Current installed electricity generating capacity from renewables in Suffolk is 658.535MW (Renewables East, 2009)
Vulnerability to flooding	• Environment Agency information suggests that around 12,000 properties in Suffolk are at risk of flooding from rivers or the sea (in the event of a 1 in 100-year fluvial or 1 in 200-year tidal flood). • There were 12 flood warnings in 2009, the highest figure since 2007, • The number of planning applications approved against Environment Agency flood risk advice rose in 2007/8, though the number is still low (11, previously 3).
Biodiversity and geodiversity	• Suffolk contains a range of sites with ecological designations, including 6 RAMSAR sites, 8 Special Protection Areas, 11 Special Areas of Conservation, 145 Sites of Special Scientific Interest and 39 Local Nature Reserves. The number of County Wildlife Sites increased during 2009/10, bringing the total to 922, or 19,640 hectares. The importance of these areas for native and migratory wildlife needs to be considered and respected in transport proposals. • 87% of Suffolk's SSSIs were in favourable condition in 2009, up

	1.7% since 2005. This compares to the regional average of 79.4% and national average of 86%. The national target is for 95% of land in SSSIs to be in favourable or recovering by December 2010. • In addition, a number of Biodiversity Action Plans and Habitat Action Plans are in place, which aim to conserve nationally and locally important habitats and species. • Suffolk also contains sites of geological importance, including 29 geological SSSIs covering 21,485 hectares. 3.1% of them are in declining condition.
Historical and archaeological importance	• Visual intrusion and vibration from traffic are concerns in many of the designated Conservation Areas that cover town centres in Suffolk.
Landscapes and townscapes	• Around 12% of Suffolk's landscape is designated as an Area of Outstanding Natural Beauty (AONB) which is afforded the highest level of protection at a national level. • Light pollution increased in the county between 1993 and 2000. Overall levels of pollution are lower than the average for England, but Suffolk does contain proportionally less area in the darkest category than the national average. • Siting development on previously developed land where possible should help reduce the amount of derelict and underused land, but figures suggest a lack of brownfield sites in some districts of Suffolk, and this could threaten Greenfield areas.
Economic issues	
Prosperity and economic growth	• Although the number of businesses in Suffolk is increasing, the business formation rate (8) is lower than regional and national averages (9.6 and 10.2) according to 2007 VAT statistics, published by Suffolk Observatory November 2009. • The largest employment sectors are the public sector, wholesale and retail, finance and business and manufacturing. Employment in agriculture is more than double the national average, whilst the number of people working in finance and business is more than 25% lower than the regional and national average. • Port, freight and logistics businesses employed 13,000 people (4.5% of the Suffolk workforce) in 2008, slightly down on previous years but prospects for growth are good, especially with the planned development at Felixstowe.
Town centres	• In 2007/8, 75.7% of net developed floorspace in town centres was for A1 uses; this is lower than the regional figure of 98%.
Investment	• Baseline data on investment is currently very limited, making it difficult to identify issues.

3.17 Assumptions and limitations on information

For several indicators there is no data or limited data available, whilst for a few others the data we have is not fully up-to-date for example:

NI 186 – Reducing per capita CO2 emissions.

Data is collected annually by Defra but there is currently a 2 year lag in the publication of results. The 2005 baseline figure has been revised to 7.8 from 8.2 tonnes by excluding sources over which the local authorities have no influence. A reduction of 4% in emissions per annum is sought between 2009 and 2011 under the Suffolk Local Area Agreement.

3.18 Developing a Future Baseline

Table 3.16.1 sets out the main elements of what the future baseline in Suffolk would be on the range of social, economic and environmental indicators. It is assumed that the most recent direction of movement will be continued. This does not mean that all targets currently set will be met. The state

of the environment without implementation of the plan is called the 'future baseline' scenario. The definition of the future baseline is one that requires careful consideration for SEA. It should be noted that even if the LTP were not implemented, there are other local and national plans/programmes that would be implemented and impact upon the environment regardless. For this reason it is important to be clear about what is included in the future baseline. The assumptions made regarding the future baseline are shown in *Table 3.17.1*.

Table 3.18.1 Future Baseline

The continued operation of statutory functions of the Council:

- Home to school travel;
- Concessionary Fares
- Disability Discrimination Act measures;
- Rural Bus Subsidy Grant;
- Social services responsibilities;
- Road maintenance;
- Accident investigation, promotion of road safety and measures to improve road safety and prevent accidents
- Highway surfacing maintenance to deal with safety related skid resistance issues relying on other agencies also to address this;
- Fulfil Air Quality Management Area duties;
- Under Transport Act 1985 - duty to formulate general policies for support of public transport services which are a requirement but are not being provided on commercial basis: subsidised services;
- Duty to maintain and strengthen bridges to meet EU requirements;
- Provision and enforcement of on and off road parking; and
- Duties under the Traffic Management Act 2004 including civil parking enforcement and network management duties.

Assumption that other adopted plans and programmes will deliver as planned:

- Major developments and other plans if adopted will go ahead;
- Highways Agency schemes that are on the Government's Targeted Programme of Improvements will go ahead; and
- Plans of other transport agencies not reliant on the funds from the LTP will go ahead.

Assumption that strategies within the current LTP that were not limited to the lifespan of the plan will continue:

Many of the strategies in LTP2 are not planned to be limited but some will rely on future funding from the LTP3 allocation. It has been assumed that no additional funding will be available but strategies will be continued at a similar level e.g. Safety Camera partnership.

4. SEA/SA Framework

4.1 Development of SEA/SA Objectives

Development of the SEA/SA indicators is a recognised way in which environmental and sustainability effects can be described, analysed and compared. It is suggested in the guidance that input from stakeholder groups is advantageous.

An existing SA framework for Suffolk has been generated though a partnership group comprising local authorities and key partners in Suffolk. This framework has been refined taking into consideration the NATA objectives, to be relevant to assess the Local Transport Plan. The agreed SA framework for Suffolk, which is used by district councils in the context of Local Development Framework assessment, can be found at

http://www.suffolk.gov.uk/NR/rdonlyres/7A0B5E3D-D84F-46AC-95DD-2B20A8EB1E40/0/SEAObjectivesNEW.pdf

After considering the NATA / SA objectives, the review of baseline and environmental information, as well as scoped information on plans and policies, we have reached the revised set of SA objectives set out in *Table 4.1*. Under each of the four NATA topic areas a number of locally derived objectives are set out (i.e. aspects of particular relevance to the Suffolk LTP) with a series of sub objectives written in the form of questions to ask of the LTP. It is envisaged that this will provide a more easily understandable assessment framework, keeping the process clear and simple. The indicators are measures referred to in the baseline material and can be used to monitor the sustainability impact of the plan in future years if the SA raises particular concerns.

As a result of the scoping process, crime related indicators have not been included in the SEA framework. This was due to the favourable trends in vehicle and cycle related crime, and the desire to focus upon more pertinent issues for Suffolk such as accessibility and carbon reduction.

Baseline numbers have not been presented in the fore going section for all the indicators included below e.g. Traffic flow in conservation areas. In some cases it will be possible to assess if the LTP policies will have a high risk of damaging a current environmental asset and mitigating action taken. Monitoring may be required to ensure the mitigating action has been undertaken and is effective.

Table 4.1: SA Framework for the Suffolk LTP

Topic	Locally Derived Objective	Will the LTP?	Indicator
Health	To reduce death and injury	Improve the safety of the transport system?	Number of Killed and seriously injured road casualties. Deaths from respiratory diseases in Suffolk.
	To encourage healthy lifestyles	Increase walking and cycling?	Deaths from circulatory disease. Life expectancy. Percentage cycling and walking to school Percentage cycling and walking to work
	To maintain and improve air quality	Reduce congestion and traffic levels particularly in AQMAs and congestion hot-spots?	Number of AQMAs. NI 167 congestion.
Social, Community and Accessibility	To improve the quality and safety of where people live	Help improve the quality of urban and rural centres?	Percentage travelling sustainably travel to work Satisfaction with local area
	To reduce poverty and social exclusion, improving access to key services for all sectors of the population	Create a more accessible transport system for all?	% Population with access to GP / further education / primary school within 30mins by public transport
Economy	To encourage indigenous and inward investment, fuelling economic growth	Increase connectivity and help alleviate congestion, reducing journey times?	NI 167 congestion. Growth in jobs in tourism sector VAT start-ups. Growth in number of jobs in Suffolk.
	To reduce the impacts of road freight on communities	Provide / encourage alternatives to road freight for transport of goods?	Proportion of port freight carried by rail.
Environment and Natural Resources	To protect and enhance biodiversity and geodiversity	Cause damage to biodiversity, geodiversity or habitats through infrastructure provision or maintenance? Cause a change in traffic flows that affect habitats?	Loss of designated areas. Change in condition of SSSIs. Reduction in BAP species or habitats
	To protect and enhance historic or archaeological assets.	Cause direct impact upon any archaeological sites through infrastructure changes? Cause a change in traffic flows or the nature of traffic that affects historic sites and monuments valued for their cultural heritage?	Damage/destruction of archaeological sites. Change in traffic flows in conservation areas.
	To protect and maintain townscapes and landscapes of visual importance	Cause changes in traffic flows in areas valued for their visual character? Cause direct impacts through development or maintenance on any areas valued for their visual character?	Increase traffic flows in AONBs. Loss of area covered by AONB or Conservation Area designations.
	To reduce carbon emissions	Reduce car trips and encourage a more energy efficient transport system?	Increase in the annual average daily traffic flow. NI186 Reduce per capita CO2 emissions.
	To maintain and improve water, soil and mineral quality and resources	Reduce impacts from road building and maintenance on water, soil and mineral resources.	Change in water quality in rivers and estuaries, Increase in recycled aggregate
	Adapt to the effects of climate change	Plan a transport system which can cope with impacts from climate change?	Change in number of incidences of road flooding.

5. Next Steps

5.1 The SA process

5.1.1 Stage A – SA Scoping

This Scoping report completes Stage A of the SA process of for the Suffolk Local Transport Plan. Comments arising from consultation will be used to refine the SA objectives before the assessment of the plan is undertaken.

5.1.2 Stage B - Developing and refining alternatives and assessing effects

The Regulations governing SEA require that reasonable alternatives to the plan or programme should be assessed. The LTP preparation process places considerable emphasis on the identification and testing of alternatives (also referred to as 'options'). It is the job of the SEA to assess any reasonable alternatives identified and provide information to the LTP team regarding the performance of the options. The results of the assessment of alternatives will help in the selection of the preferred options for the strategy and may also help in determining the priorities for delivery of these options. Alternatives will need to be assessed for both the strategy elements of the LTP and also the implementation plans. These two elements of the plan are likely to have different production timetables so it is important to remember that testing alternatives is not something which is likely to happen just once. LTP guidance also states that in addition to alternative policies, that the SEA prediction and assessment activities take account of the effects with and without the major schemes.

5.1.3 Stage C & D – Assessing and Consulting

The following guidance will be used to assist the SA team in the assessment of the LTP:

- Strategic Environmental Assessment for Transport Plans and Programmes TAG Unit 2.11 "In draft" Guidance (DfT, April 2009); and
- A Practical Guide to the Strategic Environmental Assessment Directive (ODPM et al, 2005).
- The Sustainability Appraisal for Regional Spatial Strategies and Local Development Documents guidance (ODPM 2005)

As recommended in DfT guidance, assessing the effects of the plan will involve examining each strategy/measure in turn, and:

•Identifying the changes to conditions in the future baseline scenario which are predicted to arise from the strategy/measure;

•Describing these changes in terms of their magnitude, their geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative and whether there are secondary, cumulative and/or synergistic effects.

This information will then be used to determine whether impacts are significant. Two important considerations in terms of the assessment are:

•The temporal scope of the assessment (i.e. how far in the future the SEA needs to predict). The SEA is likely to identify different time scales of the impacts. For example, the strategy is likely to have long term effects whilst the implementation plans are likely to have more short term effects. All of these separate timescales will be clearly identified in the assessment; however short term is likely to be in 1 to 3 years, medium term 4 to 10 years and long term in over10 years;

•The geographical scope of the assessment. The SEA will also need to take account of the different geographical scope of plan measures. Small individual transport schemes in implementation plans are likely to have localised effects whilst effects from the high level

strategies might be much wider (and might include effects outside of Suffolk). All of these different types of effect will be addressed within the Environmental Report.

The SA will draw upon contextual information from the SA scoping report.

The method of appraisal takes the SA Framework (see section 4.1) and considers the possible positive or negative effects of the proposed policy and of any alternative approaches. Comparison of the results reveals if the alternative has any additional sustainability merits. If yes then these are noted and recommendations made for adjustment to improve the sustainability outcome. The policies are considered as a group to check if they are likely to have a net sustainable effect. This enables the strengths and weaknesses of the plan in terms of sustainability objectives, to be identified. The ability to mitigate shortcomings is documented – sometimes no actions are required because policies are designed to act in tandem. In other cases it may be necessary to recommend inclusion of sustainability aspects in the policy wording. Sometimes things cannot be mitigated and because it is not certain that a negative effect will result, monitoring is required so that regular review will highlight if a problem is occurring and needs mitigating action to be taken.

Suffolk County Council will consult with the statutory consultees, stakeholders and any other interested parties on the Local Transport Plan, as well as the Environmental report stemming from the Sustainability Appraisal. Comments received on both documents will be taken into consideration when refining the plan.

5.1.4 Stage E - Monitoring

The SA report will set out key issues which may require monitoring to examine impacts of the plan over time, especially where an impact is uncertain or unknown. The LTP annual progress report will report on these indicators on an annual basis and should provide an evidence base in which any impacts from the plan can be monitored.

References

Suffolk one-day travel to work survey 2009
http://www.suffolk.gov.uk/CouncilAndDemocracy/AboutSCC/SpecialistSupportFunctions/TransformationAndPerformance/Travel+to+Work+Survey.htm

Travel to school data – NI 198
https://www.hub.info4local.gov.uk/DIHWEB/Logon/default.aspx

Suffolk County Council Road Traffic Report 2009
http://www.suffolk.gov.uk/CouncilAndDemocracy/AboutSCC/SpecialistSupportFunctions/TransformationAndPerformance/DataSets/Traffic.htm

Suffolk trends 2009
http://www.suffolk.gov.uk/NR/rdonlyres/39C1D216-EC1F-4C79-98EC-84F9EA883710/0/20091006SuffolkTrends2008Final.pdf

Suffolk County Council Housing stock report 2009
http://www.suffolk.gov.uk/NR/rdonlyres/CDBF0032-105D-49BC-A8EA-6AAE47573483/0/20090105Housingstockreport2009.pdf

Suffolk Road Accident Report 2008
http://www.suffolk.gov.uk/NR/rdonlyres/DD528B90-1397-43ED-9C94-878CB4CDB65B/0/RoadCasualtyReport2008FINAL.pdf

East of England Regional Annual Monitoring report 2007/08
http://www.eera.gov.uk/publications-and-resources/annual-monitoring-reports

Suffolk Place Survey 2008-9
http://www.suffolk.gov.uk/NR/rdonlyres/B1255440-5F16-4122-97E7-4D3A341A86B2/0/2009suffolkcountyreportFINAL.pdf

Strategic Environmental Assessment Guidance for Transport Plans and Programmes "in draft" April 2009 Department for Transport (DfT) (WebTag Tag Unit 2.11)
www.webtag.org.uk

A Practical guide to the Strategic Environmental Assessment Directive, CLG 2006
http://www.communities.gov.uk/publications/planningandbuilding/practicalguidesea

The Sustainability Appraisal for Regional Spatial Strategies and Local Development Documents guidance (ODPM 2005)
http://www.communities.gov.uk/publications/planningandbuilding/sustainabilityappraisal

Appendix

1. Review of relevant plans and programmes

List of Scoped Documents

International context
The Johannesburg Declaration on Sustainable Development – Commitments arising from summit. Sept 2002 (RSS)
The UN Millennium Declaration and Millennium Development Goals – Sept 2000 (RSS)
Kyoto Protocol and the UN Framework Convention on Climate Change – May 1992 (RSS)
Bern Convention on the Conservation of European Wildlife and Natural Habitats – 1979 (RSS)
Ramsar convention on Wetlands of international importance especially as waterfowl habitat – 1971 (RSS)
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979) (RSS)
European Spatial Development Perspective (May 1999)
European Landscape Convention 2004
Renewed EU Sustainable Development Strategy 2006
European Directives
Air Quality
Air Quality Framework Directive – 96/62/EC (RSS)
- The first Daughter Directive – 1999/30/EC (RSS)
- The second Daughter Directive – 2000/69/EC (RSS)
- The third Daughter Directive relating to Ozone – 2002/69/EC (RSS)
Air Quality Directive 2008/50EC and 2002/3EC
Climate Change
Directive to promote electricity from renewable energy – 2001/77/EC (RSS)
Directive for the encouragement of bio-fuels for transport – 2003/30/EC (RSS)
European Biodiversity Strategy 1998
Water
Water Framework Directive – 2000/60/EC (RSS)
Urban Waste Water Treatment Directive – 91/271/EEC (RSS)
Water pollution caused by Nitrates from agricultural sources: Nitrates Directive – 91/676/EEC (RSS)
Bathing Water Quality Directive – 76/160/EEC (RSS)
Drinking Water Directive – 98/83/EC (RSS)
Nature and Biodiversity
Directive 79/409/EEC on the Conservation of Wild Birds (RSS)
Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (RSS)
Waste Management
Framework Waste directive 75/442/EEC, as amended (RSS)
Directive 99/31/EC on the landfill of waste (RSS)
Packaging and packaging waste directive – 94/62/EC of 20 Dec 1994 (RSS)
A New Partnership for Cohesion – Third Report on Economic and Social Cohesion (Feb 04) and Draft New Regulations for Renewed Structural Funds (July 2004)
Aarhus Convention
EU Sixth Environmental Action Plan 2010
Waste Incineration Directive (2000/76/EC)
EU Energy Performance in Buildings Directive 2002/91 EC
End of Life Vehicles Directive- 2000/53/EC implemented April 2002
Waste Electrical & Electronic Equipment Directive- 02/96/EC

National, Regional and Local Context (Generic)
Planning Policy Guidance and Planning Policy Statements
PPS1: Creating Sustainable Communities (2005)
Planning and Climate change Supplementary guidance to PPS 1 (2007)
Ecotowns - Supplementary guidance to PPS 1 (2009)
PPG2 – Green Belts (Jan 95)
PPS3 : Housing (2006)
PPS4 - Planning for Sustainable Economic growth (Dec 2009)
PPS7 – Sustainable Development in Rural Areas (Aug 2004)
PPG8: Telecommunications (August 2001)
PPS9 – Biodiversity and Geological Conservation (Aug 2005)
PPS10 – Planning for Sustainable Waste Management (July 2005)
PPS11 – Regional Spatial Strategies (Sept 04)
PPS12 – Local Spatial Planning (June 2008)
PPG13 – Transport (2001)
PPG14 - Development on Unstable Land (April 90)
PPG15 – Planning and the Historic Environment (Sept 94)
Consultation paper on a new PPS15: Planning for the historic environment (2009)
PPG16 – Archaeology and Planning (Nov 90)
PPG17 – Planning for Open Space, Sport and Recreation (July 02) (RSS)
PPG20 – Coastal Planning (Sept 92)
Good practice guide on planning for tourism (May 2006)
PPS 22 Renewable energy (August 2004)
PPS23 – Planning and Pollution Control (2004)
PPG24 – Planning and Noise (Sept 94)
PPS25 – Flood Risk
Draft MPS 1: Planning & Minerals (Nov 2006)
NATIONAL, REGIONAL AND LOCAL CONTEXT – Cross-cutting Topics
Regional Spatial Strategy – RSS (revised version May 2008)
Urban
Urban White Paper Our Towns and Cities, the Future Delivering an urban renaissance (1999)
Towns and Cities Strategy and Action Plan, Urban Renaissance in the East of England (RSS)
Rural
Government Rural White Paper: Our Countryside – the future – a fair deal for rural England, DETR (2000) (RSS)
Rural Strategy (2004)
The Countryside and Rights of Way Act 2000
Sustainable Communities
A Better Quality of Life: a Strategy for Sustainable Development in the UK (1999), Taking it on: Developing UK Sustainable Development Strategy Together (Consultation: 2004)
The UK Government Sustainable Development Strategy - Securing the Future (March 2005)
Sustainable Communities Plan: Building for the Future (2003) (RSS)
A Sustainable Development Framework for the East of England, October 2001 (RSS)
Sustainable Communities in the East of England (2003)
Creating Sustainable Communities – In the East of England (Jan 2005)
Regional Spatial Strategy
Regional Spatial Strategy – RSS (revised version May 2008)
Other Regional Strategies
An Integrated Regional Strategy for the East of England (Feb 2005)
East of England European Strategy 2004-7 (December 2004)
Towards Sustainable Construction – A Strategy for the East of England, Draft 2003 (RSS)
Transport
Aviation White Paper (Dec 2003)
The Future of Rail - White Paper (2004)
The Future of Transport : a network for 2030 - White Paper (2004)
Government/DfT 10 Year Transport Plan 2000 (RSS)

East of England Regional Transport Strategy (April 2003) (Incorporated as a chapter in RPG14) (RSS)
A Safer Way: Consultation on Making Britain's Roads the Safest in the World (DfT, 2009) *To be updated post July 2009*
Road Safety Act (DfT, 2006)
Suffolk County Council, Local Transport Plan 2006-2011
Low carbon transport - A greener future 2009
Suffolk Bus Strategy 2006-2011, March 2006
Community Strategies and Community Development Strategies
Transforming Suffolk - Suffolk's Community Strategy 2008 -28
District Community Strategies
Waveney's Future Waveney Community Strategy 2010 – 2018 (Dec 2009)
Caring for the heart of Suffolk – Mid Suffolk's Community strategy (2004)
Suffolk Coastal 2021 Community strategy A Review (Dec 2008)
Making Life better Community strategy 2006-2016 West Suffolk Community strategy 2006
One Ipswich Community Strategy (2008-2010)
Suffolk Structure Plan
Suffolk Structure Plan – 2001
Local Authority Plans
Babergh Local Plan Alteration No 2 (2006)
Babergh District Council LDF Issues and Options (March 2009)
Forest Heath Local Development Framework Core Strategy Core Strategy submission (June 2009)
Mid Suffolk District Council Preferred Options, Core Strategy (Sept 2008)
Stowmarket Area Action Plan Proposed submission (Oct 2009)
Ipswich Local Development Framework Proposed Core submission Sept 2009
St Edmundsbury Borough Local Plan (June 2006)
St Edmundsbury Borough Council LDF – Core Strategy Submission document 2010
Suffolk Coastal Local Development Framework Core Strategy & Development Management Policies – Pre-Submission Draft (June 2010)
Waveney Adopted Core Strategy Jan 2009
Local Authority Corporate Plans and Strategies
Corporate Plan
Suffolk Story (2008)
Public Service Agreements (County and local)
Suffolk Local Area Agreement: Suffolk 2008-11
Suffolk's Adult's Plan 2009-11 (July 2007)
Social – National, Regional and Local Context
Social Inclusion
Regional Social Strategy for the East of England (May 2004)
Suffolk County Council Comprehensive Equalities Policy 2009-12
Health
Choosing Health: Making healthy choices easier (Nov 2004)
Health and Social Inclusion Strategy (EERA Health and Social Inclusion Panel) – can't find this but Regional Health Strategy Board is overseeing a project plan agreed in June 04 to produce a Regional Health Strategy – reporting to EERA via Health and social Inclusion Panel.
Suffolk Joint Strategic Needs Assessment 2008-11
Great Yarmouth and Waveney Joint Strategic Needs Assessment 2009/2010
Healthy Ambitions 2008-28 (Nov 2008)
Healthy Futures A Regional Health Strategy for the East of England 2005-2010, May 2006
Local Health Improvement Plans
A Physical Activity Strategy for Waveney Draft, December 2005
Culture
A Better Life: The role of culture in the sustainable development of the East of England (EERA, September 2006)
A Cultural Strategy for Suffolk, March 2002

DCNS Heritage Protection for the 21st century - White paper (2007)
The Historic environment - A force for our future (2001)
District Cultural Strategy
Waveney Cultural Strategy
Education
Suffolk's Strategy for Learning 2004-9: The Single Plan (March 2004)
Schools Plan / College Plan
School Organisation Plan 2006-2011 August 2006
Suffolk Children and Young People's Plan (2006-9)
School Organisation Review (December 2006)
Housing
Housing Act 2004
Lifetime homes, lifetime neighbourhoods – A national strategy for housing in an Ageing Society (2008)
The East of England Regional Housing Strategy 2003-2006, Regional Housing Forum (April 04) (RSS)
Regional Housing Strategy for the East of England 2005-2010 (July 2005)
Affordable Housing Study: The Provision of Affordable Housing in the East of England 1996-2021, 2003 (RSS)
East of England Affordable Housing Study Stage 2: Provision for Key Workers and Unmet Housing Need
Suffolk Supporting People Five-Year Strategy 2005-2010 (August 2005)
ODPM Circular January 2006: Planning for Gypsy and Traveller Caravan Sites
Code for Sustainable Homes – A Step change in Sustainable Home Building Practices (2006)
UK Sustainable construction strategy 2008
Housing Needs Study
Ipswich, Babergh, Mid Suffolk Strategic Housing needs assessment Nov 2008
Community Safety
Suffolk Community Safety Plan 2007-10 (Revised August 2008)
Environmental – National, Regional and Local Context
Environmental Strategies
Our Environment, Our future: Regional Environment Strategy for the East of England, East of England Regional Assembly and East of England Environment Forum, July 2003 (RSS)
Soil
Farming and Food Strategy, Facing the Future, DEFRA, (Dec 2002)
The First Soil Action Plan for England: 2004-2006 (2004)
Open Space
Green infrastructure guidance – Natural England (2009)
Low carbon
Energy White Paper – Our Energy Future Creating a low carbon economy (2003)
Energy White Paper – Meeting the Energy Challenge (2007)
UK Low carbon transition plan 2009
UK Renewable Energy Strategy 2009
Low carbon transport - A greener future 2009
UK Low carbon industrial strategy 2009
Sustainable energy (2003)
Carbon and Transport Study Insighteast Nov 2009
Climate
Climate Change: The UK Programme 2006
Living with Climate Change in the East of England – summary Report supported by technical report (2003) (RSS)
Nottingham Declaration
The Climate change Act 2008
Suffolk Climate Action Plan 2009-11 (2008)
West Suffolk Climate Action Plan 2009-11 (2009)
UK Climate impacts programme – 2009 projections

Climate change and sustainable energy act 2006
Building a Greener Future: Towards Zero Carbon Development
Air Quality
Air Quality Strategy for England, Scotland, Wales and Northern Ireland
Water
Making space for Water : Taking forward a new government strategy for flood protection and coastal erosion risk management in England (2005)
Environment Agency Catchment Flood Management Plans
East Suffolk Catchment Flood Management Plan
The Broadland Rivers Catchment Abstraction Management Strategy (March 2006)
Flood and Coastal Defence Strategies
Blyth Estuary Strategy, Preferred option consultation, September 2005
Shoreline Management Plans
Water resources for the future: A Strategy for Anglian Region (RSS)
Lowestoft Ness to Languard Point Shoreline management plan (SOON)
Mid Suffolk Strategic Flood risk assessment March 2008
Suffolk Coastal and Waveney Strategic Flood risk assessment Feb 2008
Babergh Strategic Flood Risk Assessment (March 2009)
Draft Ipswich Strategic Flood risk assessment (Nov 2007)
Suffolk Flood Plan (March 2009
Water Resources Strategies
Environment Agency – Water for People and the Environment – Water resources Strategy for England and Wales (2009)
Biodiversity, Geodiversity and Nature Conservation
Working with the Grain of Nature: A Biodiversity Strategy for England (2002) RSS
Biodiversity – The UK Action Plan (1994)
Guidance for Local Authorities on Implementing the Biodiversity Duty
Wildlife and Countryside Act (1981, as amended) (RSS)
Suffolk Local Geodiversity Action Plan
Regional Biodiversity Action Plans
Butterfly Conservation – Regional Action Plan for Anglia (2000)
Suffolk Biodiversity Action Plan, Updated December 2004
State of Nature – Lowlands – future landscapes for wildlife (2004) (RSS)
Countryside Management
AONB Management Plan
Suffolk Coasts and heaths management Plan (2008-2013)
Dedham Vale and Stour Valley Management Plan 2004-9
District Countryside Strategy
Haven Gateway Green infrastructure strategy
Suffolk Rights of Way Improvement Plan 2006-2016
Bury Green infrastructure strategy
Thetford Green Infrastructure strategy
Ipswich Greenways Countryside strategy
Woodland
Woodland for Life: The Regional Woodland Strategy for the East of England, November 2003 (RSS)
A Strategy for England's Trees, Woods and Forests (DEFRA 2007)
A woodfuel strategy for England by the Forestry commission 2007
Minerals and Waste
Suffolk Minerals Local Plan Adopted May 1999
Regional Waste Management Strategy (2002) (RSS)
Suffolk Waste Local Plan (Adopted version), February 2006
Joint Municipal Waste Management Strategy for Suffolk – Oct 2003
Economic – National, Regional and Local Context
Economic and Employment strategies
The Regional Economic Strategy for the East of England 2008-31 (2008)

Prioritisation in the East of England, June 2003 (RSS)
Expanding Suffolk's Horizons – Economic Strategy (SDA 2008)
Regional Emphasis Document SR2004, December 2003 (RSS)
Framework for Regional Employment and Skills Action (FRESA) (2003) (RSS)
Expanding Suffolk's Horizons: 2008-12 – A New Economic Strategy for Suffolk
District Economic Regeneration Strategy
Haven Gateway Smarter Solutions for Sustainable growth 2009-2011
Rural Development Plans and Rural Action Plans
Suffolk Rural Action Plan, March 2008-2010
Tourism
Regional Tourism Strategy 2000-2010
Tomorrows Tourism Today (August 04)
Sustainable Tourism Strategy for the East of England (March 2004)
Good Practice Guide on Planning for Tourism (DCLG May 2005)
District Tourism Strategy
The Sunrise Coast, Tourism Strategy 2006
Sports
East of England Plan for Sport
DCMS Game Plan: A strategy for delivering the government's sport and physical activities objectives (2002)