Moving Rutland Forward

Strategic environmental assessment of Rutland County Council's:

- fourth local transport plan – Moving Rutland Forward, and
- Rights of Way Improvement Plan.

Rutland
County Council

June 2019

APPENDIX G – STRATEGIC ENVIRONMENTAL ASSESSMENT

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1 NON-TECHNICAL SUMMARY

This document is our summary of the environmental report prepared as part of the strategic environmental assessment (SEA) of our Moving Rutland Forward (MRF) document (the name of Rutland's fourth local transport plan (LTP4)) under the Environmental Assessment of Plans and Programmes Regulations 2004.

The SEA process allows the council, statutory environmental bodies, the government, public and other stakeholders to understand the potential environmental effects of the MRF document and ensures that environmental considerations have been taken into account during its development.

As part of the process an initial scoping report was produced, followed by a full SEA report and non-technical summary.

Following changes made to MRF and associated documents, as a result of the public consultation, this SEA report and non-technical summary have been updated.

Upon adoption of MRF and associated documents a separate adoption report will also be produced and made available to view.

1.1 WHAT IS MOVING RUTLAND FORWARD?

Moving Rutland Forward (MRF) is the name of our fourth local transport plan (LTP4) (which replaces LTP3) and sets out our long term transport strategy for Rutland for the period 2018 – 2036. It also includes the Rights of Way Improvement Plan (RoWIP) which runs until 2029. This SEA covers both MRF and the RoWIP (herein referred to collectively as MRF).

1.1.1 MRF VISION

The vision of MRF has been influenced by local needs, local and national policies and current transport issues. Our vision is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

MRF is structured around a number of goals, challenges and solutions to deliver the vision set out above. These can be found in full in the MRF document. The document is structured around 5 themes:

- **Population growth**: planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland**: meeting the needs of new and existing Rutland businesses, their customers and their workforce;

- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland**: helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and enjoying Rutland**: helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

1.2 ENVIRONMENTAL ISSUES AND TRENDS IN RUTLAND

One of the first elements of developing the SEA was to establish the current environmental conditions and likely future trends in Rutland. As part of this process, a set of nine SEA objectives were developed that are used to underpin the environmental assessment. These objectives are:

- Minimise the impact of new and existing transport use on air quality
- Minimise the impact of transport on greenhouse gases
- Minimise or mitigate the impact of any new transport schemes on priority habitats and species
- Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.
- Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.
- Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.
- Reduce the number and risk of road traffic accidents
- Manage the impact of transport and transport infrastructure on communities and quality of life
- Identify the impact of new infrastructure on agricultural land

The SEA considers the environmental effects of MRF and compares these to a situation without the plan in place. The conclusion of this was that the implementation of MRF is likely to have a positive impact on the environment.

1.3 THE ENVIRONMENTAL IMPACT OF MRF

During the process of developing MRF it was necessary to check the challenges, goals and solutions identified against the SEA objectives. The purpose of this was to ensure that they were compatible with each other and that any necessary mitigation could be taken. Overall the plan was found to have a positive environmental impact.

This assessment process did not identify any significant environmental effects as a result of implementing MRF. However it did highlight some minor incompatibilities and some uncertainties in terms of environmental impact.

These were reviewed, and it was concluded that no additional mitigation was required as any minor environmental impacts could be managed through good

project planning, environmental assessments where necessary and planning policy. In addition these negative impacts were likely in most cases to be offset by the positive impacts of other goals, solutions and objectives.

1.4 MONITORING

This SEA will be monitored alongside MRF. The monitoring framework will be developed further and confirmed in the SEA Statement which will be prepared once the Final SEA has been developed.

2 INTRODUCTION

This report is the Strategic Environmental Assessment (SEA) of Rutland County Council's new Local Transport Plan (LTP4) – called Moving Rutland Forward (MRF). MRF replace LTP3 and runs to 2036. The Rights of Way Improvement Plan (RoWIP) sits within MRF and as such is included within this assessment. Where MRF is mentioned this should be interpreted as referring to both MRF and the RoWIP.

2.1 BACKGROUND

The purpose of the SEA is to assess the effects of MRF against a set of objectives relating to environmental issues. The SEA process lies within the European Union's SEA Directive (European Directive 2001/42/EC), which acts to ensure that all plans/policies with transport implications take into account environmental issues and impacts.

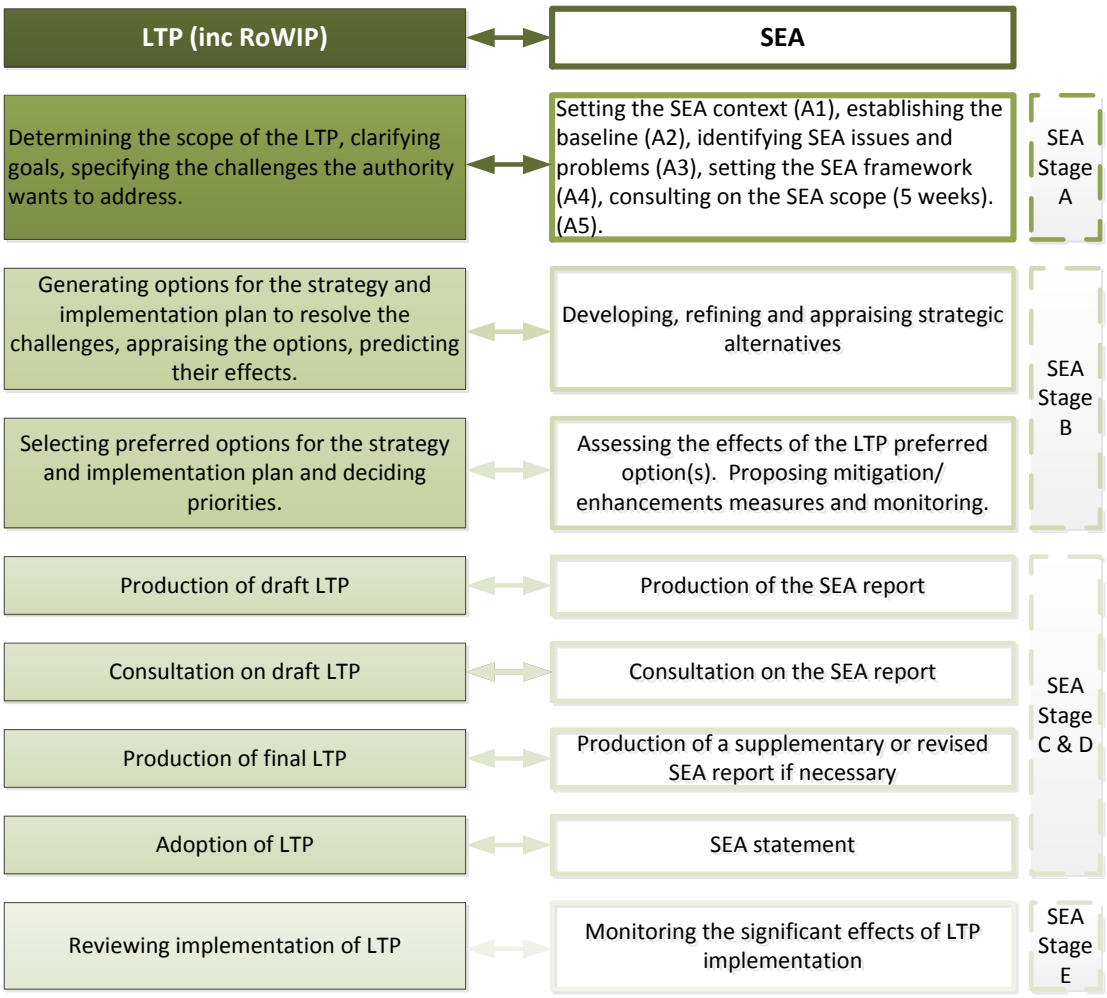
The SEA Directive applies to plans and programmes, and modifications to them, whose formal preparation begins after 21 July 2004. A SEA will normally be required for new transport plans including LTPs.

The SEA Directive defines 'environmental assessment' as a procedure comprising:

- Preparing an Environmental Report on the likely significant effects of the plan on the environment;
- Carrying out consultation on the plan and the accompanying Environmental Report;
- Taking into account the Environmental Report and the results of consultation in decision-making; and
- Providing information when the plan is adopted and showing how the results of the SEA have been taken into account.

The DfT has stated that the SEA Regulations will apply to all LTPs. The main stages of the SEA process and how it links with the preparation of MRF can be seen in Figure 1.

Figure 1: Stages and Linkages of SEA and MRF development



2.2 PURPOSE OF THE SEA REPORT

The purpose of this report is to identify and report on the likely significant effects of the plan and the mitigation measures that can be taken to reduce them.

The remainder of the report is structured as follows: an introduction to MRF; review of relevant policies and programmes; area profile; the SEA baseline; environmental issues and problems; developing the SEA framework; evaluating alternatives; evaluating the effects of MRF; monitoring the SEA; and conclusions and next steps.

2.3 STAGES OF THE SEA

The baseline and scoping report (Stage A) formed the first part of the process that examines other plans, programmes and strategies and key baseline data in order to identify key sustainability issues and establish the objectives for the SEA. This report used the best available data for Rutland to produce an SEA that was commensurate with the scale of MRF and the RoWIP.

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This process was carried out during spring 2017 and the baseline and scoping report was issued to the three Statutory Environmental Bodies (SEBs, Environment Agency; Natural England; and Historic England). This took place on 10th July 2017 and the consultees were given 6 weeks to submit their responses.

Comments were sought from the SEBs regarding the proposed methodology and scope of the SEA. In addition, existing information that may be of relevance to the study was sought. This included data on:

- Other relevant plans and programmes;
- Environmental protection objectives;
- Environmental or sustainability problems; and
- The existing and future state of the environment.

Comments and information received from the environmental consultees was incorporated into the SEA Report, or noted by the MRF team as appropriate. Feedback received can be found in appendix I.

The next stage of the SEA is stage B, which comprises of developing, refining and appraising strategic alternatives, and assessing the effectiveness of MRF preferred options, proposing mitigation or enhancement measures and monitoring. This was undertaken alongside the development of MRF and resulted in the production of the SEA report (Stage 3), which went out for a 12 week public consultation with MRF (Stage D). Feedback received from the SEBs during the public consultation can be found in appendix I. Following the public consultation the SEA (this report) was reviewed and revised (Stage D). Upon adoption of MRF and the associated documents, a post adoption statement (stage D) and monitoring plan (stage E) will be completed.

3 THE LOCAL TRANSPORT PLAN

The local transport plan 4 (LTP4) (called Moving Rutland Forward (MRF)) is a statutory document that sets out Rutland County Council's (RCC) long term strategy for transport until 2036.

The overarching aim of MRF is to deliver a transport network and services that:

- Facilitate delivery of sustainable population and economic growth;
- meet the needs of our most vulnerable residents; and
- support a high level of health and wellbeing (including combating rural isolation).

To help meet these aims, we will look to maximise opportunities to work with and alongside our communities and partner organisations - encouraging community led development and delivery of transport services.

MRF has been built around four themes:

- **Population growth**: planning for the future and meeting the needs of a growing Rutland;
- **Working in Rutland**: meeting the needs of new and existing Rutland businesses, their customers and their workforce;
- **Learning in Rutland:** helping our residents reach their full potential;
- **Living in Rutland**: helping Rutland residents to access essential services and supporting health and wellbeing; and
- **Visiting and playing in Rutland**: helping tourists, visitors and residents to access and enjoy Rutland's towns, villages and countryside.

MRF is organised in challenges, goals and solutions. Appendix D lists these in full. The RoWIP has a set of objectives which are listed in Appendix E.

3.1 SPATIAL AND TEMPORAL SCOPE

The spatial scope of the area considered is based on the administrative boundary for the county of Rutland. The SEA will examine three temporal scales:

- Short term: effects expected in the next one to five years;
- Medium term: effects expected in the next five to ten years; and
- Long term: Effects expected from ten years onwards.

4 REVIEW OF RELEVANT POLICIES AND PLANS.

A review of relevant international, national and local policies, plans and programmes has been completed as part of the development of this scoping report. This has been used to inform the baseline, the issues and the objectives.

It should be noted that the review of other relevant policies, plans and programmes and sustainability objectives is non-exhaustive as legislation and guidance is a moveable feast. Other documents will therefore be considered during the evolution of MRF, and SEA Appraisal process, where relevant. The review is included in Appendix C.

5 AREA PROFILE

Rutland is a small rural unitary authority in the East Midlands with an area of approximately 380 km^2. It is bordered by Leicestershire, Lincolnshire, Northamptonshire and Peterborough.

Rutland is considered an attractive county with a wealth of environmental and heritage assets. Rutland has relatively high employment rates. However, there are significantly lower proportions of individuals working in Rutland in highly skilled occupations, suggesting significant out-commuting of skilled workers. Conversely, a relative over representation of intermediate occupations, such as sales, also suggests that significant numbers of individuals with skills at this level could be in commuters from neighbouring areas.

Despite the apparent affluence and good quality of life experienced by residents there are pockets of deprivation and groups of people to whom accessibility to services and to affordable housing is a problem. In particular, this applies to young people and the elderly.

5.1 TRANSPORT AND REGIONAL LINKS

The A1 passes through the eastern part of Rutland providing excellent north-south road links. There are also connections in east-west directions, the A47, which traverses the southern part of Rutland, and the A606 from Stamford to Nottingham. Furthermore, the A6003 provides a north to south route between Oakham, Uppingham and Corby.

Rail services include a rail link to the east coast main line via Peterborough and direct trains to Stansted Airport to the east and Birmingham to the west. There is currently a once daily direct service to London St Pancras. There is a high level of car dependency with only 12.4% non-car ownership (Census 2011), and 61% of Rutland residents work in the county (The National Archives, 2013)

6 SEA BASELINE

The baseline information contained within the LTP3 SEA and the local plan SEA has been reviewed and updated to reflect significant changes, such as various changes in statistical publications. This section sets out the revised environmental baseline in Rutland for each of the areas that should be considered within a SEA. Appendix B provides the relevant data that MRF will be monitored against.

6.1 AIR

Air quality in Rutland is generally good and there are no air quality management areas within the county. Monitoring of air quality in Rutland is undertaken using passive diffusive tubes to determine concentrations of Nitrogen Dioxide (NO2). Rutland County Council doesn't monitor for PM2.5 or PM10. Previous rounds of the Air Quality Review and Assessment process have indicated that particulates (PM10) aren't a significant problem in the county.

Traffic count data for Rutland, as well as the latest NO2 monitoring figures, and CO2 emission data can be found in tables 1 – 3 of appendix b.

6.2 BIODIVERSITY, FLORA AND FAUNA

Rutland has 19 Sites of Special Scientific Interest (SSSI) including Rutland Water which is an internationally designated wetland site with importance for wintering and passage wildfowl. None of these SSSI's are in adverse condition as a result of development (appendix b – table 5).

As well as the SSSI designation, Rutland Water is also designated a Special Protection Area (SPA); and a Ramsar site. There are 221 local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland in the county.

6.3 CLIMATIC FACTORS

Climatic factors are unlikely to be specific to Rutland, or to areas within the county. Nevertheless, understanding climate change makes it easier to consider the possible impacts, manage climate risks and make better decisions about planning for the future.

Climate change is predicted to lead to increased temperatures and therefore potentially increased risk of:

- Flooding and coastal change risk to communities, businesses and infrastructure;
- Risks to health wellbeing and productivity from high temperatures;
- Risk of shortages in the public water supply , and for agriculture,

energy generation and industry;
- Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soil and biodiversity.

6.4 CULTURAL HERITAGE

Rutland has a wealth of designated and non-designated heritage assets. Rutland's towns and villages have a large number of buildings listed of historic and architectural interest (approximately 1400) and a large number (34) of designated conservation areas providing a built environment with a historic and distinctive character (appendix b – table 6). The county has 32 scheduled ancient monuments and 2 registered parks and gardens.

6.5 GEOLOGY AND SOILS

The agricultural land classification offers a means by which the quality of farmland can be assessed. Much of Rutland is classified as grade 3, with areas of grade 2 and grade 1. This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals.

Mineral resources are concentrated almost exclusively in the eastern half of the county and these consist mainly of limestone and clay. The best exposure of limestone is the area near to Ketton. Some isolated pockets of sand and gravel deposits exist around the edge of the county but there is no evidence that these have ever been worked.

Rutland is relatively small in terms of mineral production and there are currently only 5 active quarrying operations, all of which are limestone quarries. In addition, limestone extraction is permitted at Thistleton Quarry. Clay extraction is also permitted at Little Casterton. The largest minerals operation in the county is the Castle Cement works at Ketton, which relies mainly on locally quarried limestone and clays to produce around 1.4 million tonnes of cement each year.

Historically, ironstone has also been worked but resources within the county are not considered to have any future economic significance as a source of iron due to its low iron content and impurities.

6.6 HUMAN HEALTH

The health of the population of Rutland is generally better than average – with life expectancy for both men and women being above average for England. In-particular, levels of physical activity are better than the English average. However the number of people killed or seriously injured on the roads is better than average (appendix b – table 8, Department for Transport, 2017). In addition, the number of adults in Rutland reported as having excess weight is increasing and is now higher than national and regional figures: 67.3% of

adults opposed to 66.8% for the east midlands and 64.8% for England (Public Health England, 2016).

Human health is considered through the Health Impact Assessment that has been produced for MRF.

6.7 LANDSCAPE

The environmental quality of Rutland's landscape is high and the character of the landscape is varied with five different landscape character types. These range from high plateau landscapes across large areas of the north east and south west to lowland valleys in the centre and north west and on the county's southern border along Welland Valley.

England is divided into 159 distinct natural areas called National Character Areas (NCA's). Their boundaries follow natural lines in the landscape rather than administrative boundaries. The NCAs which fall within Rutland are as follows: Leicestershire and Nottinghamshire Wolds (74); Kesteven Uplands (75); Northamptonshire Wolds (89); and High Leicestershire (93).

6.8 MATERIAL ASSETS

Although material assets are listed as a topic in the SEA directive, they are not clearly defined. A common interpretation includes housing and infrastructure, and also social infrastructure.

Transport infrastructure and use can have an impact on material assets through pollution caused by transport, and through increased use of the assets. It can also have an impact through a requirement for material assets such as minerals for the construction of new transport infrastructure.

6.9 POPULATION

There are two market towns, Oakham and Uppingham, and 52 villages. The Office of National Statistics latest data indicates that in 2017 Rutland's population was 39,474. Within the county we have an aging population – by 2036 it is anticipated that approximately 40% of our residents will be aged 60 or over, with the percentage of residents aged 80 or over nearly doubling during the life of the plan (ONS, 2018)

Nevertheless Rutland remains by far the smallest region in the East Midlands, making up 0.8% of the overall population of the East Midlands. The population of Rutland is relatively sparse with just 1.03 person per hectare compared to 3.05 persons per hectare for the East Midlands as a whole. Compared to our neighbouring counties, Rutland's ethnic diversity is low with 97% of the population being white and 94% of its population being born in the UK (Rutland County Council, 2011).

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Rutland is a relatively affluent area with very low levels of deprivation, one of the lowest in the East Midlands and 301 out of 326 nationally, where 1 is the most deprived (English Indices of Multiple Deprivation 2015). However, small pockets of deprivation exist across the county which tend to be masked by the wider prosperity. Employment levels in Rutland are high (2018 data), with a lower rate of unemployment than seen in the East Midlands as a whole (NOMIS, 2018).

49.6% of the workforce is within managerial or professional employment, with 16.9% within lower tier occupations, including process, plant, machine operatives and elementary occupations (Nomis, 2018).

With regard to employee jobs, wholesale and retail trade; education; accommodation and food service activities; and manufacturing account for the largest share of employee jobs in Rutland (56.7%) which is higher than the national average of 39.8% (NOMIS, 2016). Employment in all of these sectors individually is higher than the national average. The Oakham and Uppingham independent schools have a significant economic impact on the county, accounting for almost a third of all employment in the education sector. However, professional, scientific and technical activities (6.7%) and human health and social work activities (6.7%) are lower than nationally (8.6% and 13.3% respectively) (NOMIS, 2016).

The Rutland Economic Profile (Lawton, 2014) identifies that there are significantly lower proportions of individuals working in Rutland in highly skilled occupations (compared to both the national average and the residence-based profile for Rutland), suggesting significant out-commuting of skilled workers. A relative over representation of intermediate occupations on a workplace basis (compared to the residence-based profile), such as skilled trades and sales, also suggests that significant numbers of individuals with skills at this level could be in-commuters from neighbouring areas.

The average house price recorded in Rutland is significantly higher than that for the East Midlands. In August 2016 the average house price in Rutland was £278,310 compared to £175,610 across the region (Rutland County Council. 2016). Median house prices are higher in Rutland than in surrounding districts. Detached houses are more prevalent making up 47% of the stock (GL Hearn, 2014). Affordability pressures in the county are slightly greater than in other parts of the Housing Market Area. The Strategic Housing Market Assessment, 2016 (SHMA) shows a need for an additional 41 affordable housing units in the 20 year period to 2036. There may be some benefit in seeking to diversify the housing mix to provide smaller and cheaper homes for younger households (or to support downsizing of older households) (GL Hearn, 2014).

Vehicle ownership in Rutland is high – with only 12.4% of residents not having access to a car or van (appendix b - table 4 and figure 1).

6.10 WATER

The EU Water Framework Directive (2000/60/EC) is transposed into English law by the Water Environment (Water Framework Directive (England and Wales) Regulations 2003. The latest available data in 2009 indicates that 75.8 percent of Rutland's rivers were good quality (in terms of chemistry), with the remainder classified as fair (appendix b – table 7).

The most significant flood hazard within the area is from fluvial flooding. However the spatial extent of this within the county is limited, with the majority of higher risk flood zones being located away from the built environment in rural areas. However sustainable drainage systems should be used to reduce runoff from new developments and lower the risk of surface water flooding (Rutland County Council, 2009)

7 ENVIRONMENTAL ISSUES AND PROBLEMS

Using the results from the policy, plan and programme review, and the results from the update of the environmental baseline a number of environmental issues pertinent to Rutland have been identified. These reflect the key issues facing the county and have been used to inform the appropriate objectives of the SEA.

The key environmental issues relating to transport are shown in table 1 below.

Table 1: Environmental issues

Environmental issues	Topic
There are no existing air quality issues in Rutland, however any growth in traffic may contribute to a reduction in air quality.	Air Quality, Human Health
Transport emissions can contribute to both carbon emissions and greenhouse gases.	Climatic factors, Human Health
New transport schemes could have an impact on priority habitats and species.	Biodiversity, flora and fauna
Heavy goods vehicles can cause damage to overhanging buildings. Other features of interest that are adjacent to the highway can experience minor damage as a result of splashing from standing water on the carriageway. There is a risk of potential harm to heritage assets and their settings from transport features.	Cultural heritage
Transport features can stand out against the landscape. Additional lighting may lead to light pollution.	Landscape
New transport schemes and maintenance of existing schemes require use of raw materials.	Material assets
Flooding can affect highways and other transport features leading to damage. Highways and transport infrastructure also has the potential to exacerbate flooding and have a deleterious effect upon the water quality of receiving water-bodies if they are poorly designed or located.	Water
Transport infrastructure and use may present a risk to human health due to the potential for road traffic accidents.	Human health, population
Transport infrastructure and use can create community severance. In addition motorised traffic can have a negative impact on quality of life (including via noise and light pollution).	Population, human health
Construction of new infrastructure can lead to a loss of land.	Soil and minerals

8 DEVELOPING THE SEA FRAMEWORK

The appraisal framework is a key component of the SEA process. The framework forms the key test against which the alternative options, policies and proposals are assessed. The different elements of the plan have been assessed against the sub-objectives set out for a clear understanding of the environmental benefits or consequences, as well as mitigation measures which may be needed to prevent adverse effects. A series of objectives and assessment criteria have been prepared, reflecting information gathered during the collection of baseline data. These objectives and assessment criteria have been used to assess the impact of MRF and its policies on environmental issues facing the county. These are shown in table 2 – with baseline measurement data, for monitoring, provided in Appendix B.

Policies within MRF have been assessed through the combination of evidence and professional judgement. This includes the identification of potential significant effects, both positive and negative.

Table 2: List of SEA Objectives and Criteria

Objective	Assessment Criteria	SEA Directive Topic	Baseline monitoring data source (if available)
1. Minimise the impact of new and existing transport use on air quality	• Traffic growth • Air quality • Modal shift	Air, human health	• Department for Transport (2018) - traffic count annual average daily flow figures. • Rutland County Council (2011) - nitrogen dioxide readings. • Ricardo AEA – CO2 emissions for 2012 • Office for National Statistics (2012), Table KS404EW - 2011 Census: Car or van availability • Rutland County Council (2016): Countywide travel survey

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Objective	Assessment Criteria	SEA Directive Topic	Baseline monitoring data source (if available)
2. Minimise the impact of transport on greenhouse gases	• Air quality • Traffic growth • Modal shift • Bus use	Air, climatic factors, human health	• As above.
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	• Condition of SSSI habitats	Biodiversity, flora and fauna	• Natural England – Designated Sites (2016)
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	• Harm to heritage assets and their settings	Cultural heritage, Landscape	• Rutland County Council, Planning Policy data, 2017 • English Heritage Buildings at Risk Register
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	• Adherence to appropriate asset management plan	Material Assets	• N/A
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	• Completion of relevant environmental assessments for new infrastructure • Quality of rivers	Water, biodiversity, flora and fauna	• N/A • Environment Agency – General quality assessment (Chemistry and Biology), 2009
7. Reduce the number and risk of road traffic accidents	• Rate of reported killed or seriously injured casualties	Human Health, population	• Department for Transport statistics (2017), Table RAS41003 - Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2012 - 2016 and 2010-14 average, annual for latest 5 available years.

Objective	Assessment Criteria	SEA Directive Topic	Baseline monitoring data source (if available)
8. Manage the impact of transport and transport infrastructure on communities and quality of life	• Rate of reported killed or seriously injured casualties • Air quality • Traffic growth • Modal shift • Bus use	Population, human health	• Department for Transport statistics (2017), Table RAS41003 - Reported Killed and Seriously Injured (KSI) casualty rate per billion vehicle miles by local authority, England, 2012 - 2016 and 2010-14 average, annual for latest 5 available years. • Department for Transport (2018) - traffic count annual average daily flow figures. • Rutland County Council (2011) - nitrogen dioxide readings. • Ricardo AEA – CO2 emissions for 2012. • Office for National Statistics (2012), Table KS404EW - 2011 Census: Car or van availability. • Rutland County Council (2016): Countywide travel survey.
9. Identify the impact of new infrastructure on agricultural land	• Completion of relevant environmental assessments for new infrastructure	Soil and minerals	• N/A

9 EVALUATING MRF ALTERNATIVES

Due to the small scale of the area and the limited funding likely to be available to address transport issues, only two alternatives were considered. These were the “without MRF” scenario and a “with MRF” (with the emphasis being on meeting the council’s strategic objectives).

The criteria that were used are shown in table 3 and the results in table 4 and table 5.

Table 3 Assessment criteria

Magnitude and significance of effects	
Symbol	**Definition**
++	The option is likely to have a significant positive impact on the SEA objective
+	The option is likely to have a positive impact on the SEA objective
?	The option is likely to have an uncertain impact on the SEA objective
N	The option is likely to have a neutral impact on the SEA objective
-	The option is likely to have a negative impact on the SEA objective
--	The option is likely to have a significant negative impact on the SEA objective
Reversibility	
Symbol	**Definition**
R	An effect that can be reversed, for example in an incident of pollution can be cleaned up over time
I	An effect that cannot be reversed, such as the loss of a heritage asset
Scale	
Symbol	**Definition**
L	Local
R	Regional
N	National
I	International
Frequency	
Symbol	**Definition**
C	Constant – an effect that will continue beyond the life of the MRF
T	Temporary – an effect that results from an operational or policy change, or short term condition.

This section therefore evaluates the likely evolution of the baseline without and with MRF in light of the growing and ageing population within the country. As a result of this evaluation is was concluded that a “without MRF” scenario

would have an overall negative impact on the SEA objectives and a “with MRF” scenario would be likely to have an overall neutral to positive impact on the SEA objectives. Therefore it is concluded that proceeding with MRF is likely to be beneficial to the environment.

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Table 4: Assessment of the impact on the SEA objectives in a "without MRF" scenario

Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
1. Minimise the impact of new and existing transport use on air quality	-	-	--	R	R	C	Increasing volumes of traffic may lead to rising levels of air pollution, particularly in areas where the traffic is stationary.
2. Minimise the impact of transport on greenhouse gases	-	--	--	R	N	C	Increasing volumes of traffic may lead to rising levels of air pollution, particularly in areas where the traffic is stationary.
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	?	?	?	R	L	C	If new transport schemes are not progressed there will be limited possibility of loss of priority habitats as a result. However increasing volumes of traffic could increase air and water pollution which may be harmful. In the absence of MRF there are unlikely to be new schemes to enhance these habitats and species from a transport perspective,
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	-	-	-	I	L	C	Some of the major pollutants that affect stonework are likely to increase if traffic volumes increase. There is also the possibility of increased damage to assets as a result of vehicle vibrations. However the absence of new transport schemes may offer protection to some heritage assets that could otherwise be affected by their development.
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	--	-	-	I	L	C	At current funding levels and without suitable planned maintenance of transport assets to maximise their life, the overall value of the transport network as an asset will decrease.
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	-	-	-	R	R	C	At current funding levels and without suitable planned maintenance of transport assets to maximise their life, the risk and impact of flooding may increase.

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Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
7. Reduce the number and risk of road traffic accidents	-	-	-	I	L	C	Without MRF the measures taken to improve road safety in Rutland would be limited. Further, with a growing population, road safety risks may increase.
8. Manage the impact of transport and transport infrastructure on communities and quality of life	-	-	-	R	L	C	The growing population is likely to place additional pressure on the transport network and infrastructure. Without MRF this impact is unlikely to be mitigated - resulting in negative consequences for communities.
9. Identify the impact of new infrastructure on agricultural land	N	N	N	I	L	C	Natural changes in soil type and quality take place over extended periods of time. No appreciable changes are expected over the life of the plan. In the absence of MRF a small increase in roadside soil contamination could take place due to rising traffic levels.

Table 5: With MRF scenario

Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
1. Minimise the impact of new and existing transport use on air quality	N	N	N	n/a	n/a	n/a	Delivery of MRF should minimise the impact of any increases to the volume of traffic when compared to a "do nothing" scenario.
2. Minimise the impact of transport on greenhouse gases	N	N	N	n/a	n/a	n/a	Delivery of MRF should minimise the impact of any increases to the volume of traffic when compared to a "do nothing" scenario.
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	N	N	N	n/a	n/a	n/a	MRF does not contain any significant transport schemes that are likely to have an impact on priority habitats or species. If schemes do emerge during delivery these will be subject to their own environmental assessments. Overall the delivery of MRF should help to mitigate any increases in traffic volumes.
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	N	N	+	I	L	C	Delivery of MRF should help to minimise the impacts of any traffic growth - thus protecting stonework from some of the major pollutants that affect stonework and reducing the impact of vibrations. Any new schemes that may emerge during delivery of MRF will be subject to their own heritage assessments if required.
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	+	+	+	n/a	L	C	Suitable planned maintenance of transport assets will maximise their life and prevent the overall value of the transport network as an asset decreasing.
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	+	+	+	n/a	R	C	Suitable planned maintenance of transport assets will maximise their life and prevent the overall value of the transport network as an asset decreasing.

APPENDIX G – STRATEGIC ENVIRONMENTAL ASSESSMENT

Objective	Assessment of effect						Commentary
	1-5 years	6-10 years	10 years +	Reversibility	Scale	Frequency	
7. Reduce the number and risk of road traffic accidents	+	+	+	R	L	C	With MRF we hope to reduce the number of KSIs on Rutland's roads.
8. Manage the impact of transport and transport infrastructure on communities and quality of life	+	+	+	R	L	C	The impact of the growing population is likely to place additional pressure on the transport network and infrastructure. With MRF this impact should be mitigated minimising the negative consequences for communities.
9. Identify the impact of new infrastructure on agricultural land	N	N	N	I	L	C	Natural changes in soil type and quality take place over extended periods of time. No appreciable changes are expected over the life of the plan. With MRF any small increase in roadside soil contamination due to rising traffic levels may be avoided.

10 EVALUATING THE EFFECTS OF MRF

The SEA directive requires “an assessment of the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme”.

10.1 COMPATIBILITY ASSESSMENT

First, it is necessary to undertake a compatibility assessment to identify whether MRF goals are compatible with the SEA objectives. This has used the scale shown in table 6.

Table 6: Compatibility scale

Magnitude and significance of effects	
Symbol	**Definition**
++	The option is likely to have a significant positive impact on the SEA objective
+	The option is likely to have a positive impact on the SEA objective
?	The option is likely to have an uncertain impact on the SEA objective
N	The option is likely to have a neutral impact on the SEA objective
-	The option is likely to have a negative impact on the SEA objective
--	The option is likely to have a significant negative impact on the SEA objective

This assessment (see Appendix F) highlighted that the MRF goals are largely compatible with the SEA objectives, and in some cases have the potential to have a positive impact on the SEA objectives. Overall the impact is likely to be more positive, with some policies having the potential to both negatively and positively affect with the SEA objectives leading to an overall neutral impact. However it has highlighted some inconsistencies, mainly in relation to the environmental impacts that could be associated by providing “sufficient” car parking. This policy could encourage people to make single occupancy vehicle trips and thus have a negative impact on the environment. Therefore some mitigation measure may be required – but it was felt that these would mainly result from the other MRF goals, without the need for additional actions.

There were two uncertain impacts in relation to objectives 7 and 8 and goal WRG2. These were uncertain because they related to potential development of car parks and the planning of such schemes. However any large schemes would require their own EIA and as such the environmental impact against the aforementioned goals will be considered.

An assessment of the overall cumulative impact is shown in table 7.

Table 7: Assessment of cumulative impact of MRF goals on SEA objectives

Key	Total	%	Cumulative impact
++	9	4%	18
+	73	35%	73
N	120	58%	0
-	3	1%	-3
--	0	0%	0
?	2	1%	-4
Total	**207**	**100%**	**84 - 92 (88)**
*Calculated by assigning a score of 2 to each ++, 1 to each +, 0 to N, -1 to each – and -2 to each --. A range was calculated by assigning -2, 0 and 2 to each ? to give a worst, neutral and best case scenario.			

Overall it if felt that within the wider context of MRF that any negative effects will be minimised by the overall effect of the combined policies. As a result of the compatibility between the MRF goals and the SEA objectives it was felt that no further changes to the MRF goals were required after the compatibility assessment.

10.2 ASSESSMENT OF EFFECTS

Next it is important to predict the environmental effects of the proposed options as they have been drafted in MRF. These effects need to be quantified where appropriate, or judgement made with reference to the baseline situation. This involves identification of changes to the environmental baseline resulting from the implementation of MRF.
They were undertaken by assessing each of the MRF solutions against the SEA objectives. These were assessed in the same way as the MRF goals to identify the likely environmental impact. A full table showing the results can be found at Appendix G.

The assessment highlighted that the MRF solutions were broadly compatible with the SEA objectives. It also showed that the overall cumulative effect of the plan would be positive (see table 8). However there were 4 occasions where a negative effect was identified and 26 occasions where an unknown effect was identified.

These negative effects and unknown effects have been considered (see Appendix H). These were assessed using the criteria in Table 3. Overall it is concluded that due to the minimal scale of any impacts and the overall positive impact of many of the other solutions no further mitigation is required beyond the application of any necessary environmental assessments, good project planning and working within any relevant planning guidance and regulation. The requirement for any necessary environmental assessments has been added in to the wording of PGS11 as follows: *'Where required we*

will also undertake an environmental and/ or habitat assessment of any future large scale highway or transport projects that may come forward. Within these assessments we will consider opportunities not only to protect, but also enhance the surrounding environment and habitats'.

Table 8: Assessment of cumulative impact of MRF solutions on SEA objectives

Key	Count	%	Cumulative impact*
++	20	3%	40
+	162	26%	162
N	400	65%	0
-	4	1%	-4
--	0	0%	0
?	26	4%	0
Total	**612**	**100%**	**146-250 (198)**
*Calculated by assigning a score of 2 to each ++, 1 to each +, 0 to N, -1 to each – and -2 to each --. A range was calculated by assigning -2, 0 and 2 to each ? to give a worst, neutral and best case scenario.			

11 MONITORING PLAN

The SEA directive sets out that ‘member states shall monitor the significant environmental effects of the implementation of plans and programmes to identify at an early stage, unforeseen negative effects, and to be able to undertake appropriate remedial action’ (Article 10.1).

This SEA will be monitored alongside MRF using the criteria outlined within table 2. However due to uncertainty over available public funding, the monitoring programme may need to be designed to be achievable within limited budgets. Therefore it may be necessary to identify other monitoring regimes and link in with those processes to avoid duplication of effort, and to make the best use of available information. The monitoring framework will be developed further and confirmed in the SEA Statement which will be prepared after MRF has been adopted.

12 CONCLUSIONS

This report updates previous SEA Reports prepared for the council. It follows the relevant available guidance.

The report concludes that the adoption of MRF within Rutland will have an overall positive impact on the environmental objectives set out within this document.

Following the adoption of MRF, a post adoption statement will be prepared and published in accordance with regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004.

Monitoring the significant environmental effects of implementing MRF will also be undertaken at Stage E, as required by Regulation 17 of the Environmental Assessment of Plans and Programmes Regulations 2004. This will enable the identification of any unforeseen adverse effects, and appropriate remedial actions, at an early stage.

13 APPENDIX A: BASELINE REFERENCES

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14 APPENDIX B: BASELINE MEASUREMENT DATA

Table 1: Traffic growth – Department for Transport (2018): Traffic count annual average daily flow figures (AADF)

Year	Road	Easting	Northing	Start Junction	End junction	Link length (miles)	AADF
2008	A606	490000	309371	A6003	A1	9.38	9129
2008	A606	482430	312000	LA Boundary	Cold Overton Rd	2.92	8285
2008	A606	485750	310120	A606	A6003	2.73	9675
2010	A606	485750	310120	A606	A6003	2.73	9114
2016	A6121	503440	310000	LA Boundary	LA Boundary	3.29	8918
2016	A6121	500000	306000	A47	A1(T)	7.02	5740
2012	A6003	487700	305000	A47(T)	A606	5.41	9887
2016	A6003	486800	293530	LA Boundary	B672	0.37	7960
2016	A6003	486340	296000	B672	A47	4.66	6274
2014	A47	495000	301040	A6121	LA Boundary	3.98	7469
2015	A47	490000	300380	A6003	A6121	3.91	8492
2016	A47	482420	300460	LA Boundary	A6003	4.16	10449
2014	A1	494520	316210	A1 East of Cottesmore Airfield	B668	0.19	1197
2014	A1	494630	316200	A1 East of Cottesmore Airfield	B668	0.19	1429
2014	A1	494700	315460	A1 East of Cottesmore Airfield	B668	0.19	1754
2014	A1	494720	315730	A1 East of Cottesmore Airfield	B668	0.37	1265

2014	A1	494420	317000	A1(T)	LA Boundary	1.49	33566
2014	A1	494670	315860	A1(T)	A1(T)	0.75	37495
2015	A1	500500	307650	A602	B1081	1.62	38693
2015	A1	501550	306130	LA Boundary	A6121	0.62	56987
2015	A1	498800	310000	A1(T)	A1(T)	5.41	47378
2017	A1	501000	306800	A6121	A606	0.68	55740
2017	A1	498800	310000	A1(T)	A1(T)	5.41	46983
2017	A1	494670	315860	A1(T)	A1(T)	0.75	43362

Table 2: Air quality – Rutland County Council (2011): Nitrogen Dioxide (NO2) levels

Site Type	NO_2 Annual Mean Concentration (µg/m^3)				
	2011	2012	2013	2014	2015
Caldecott	22.7	23.5	25.8	24.0	21.8
Uppingham	33.4	29.8	32.8	29.5	26.6
Ketton	19.8	19.9	20.6	18.9	18.4
Tickencote	17.7	14.6	20.6	17.1	14.1
Oakham, Uppingham Rd	21.9	23.2	23.8	21.3	20.0
Oakham, Brooke Rd	26.1	25.5	25.0	21.4	19.9
Oakham, Melton Rd	19.5	22.0	23.1	21.4	19.6
Oakham Burley Pk Wy	28.1	28.6	32	25.6	23.5
Egleton	7.0	10.4	11.3	10.6	8.1
Oakham, High St	26.4	29.1	29.2	27.3	24.9
Oakham, New St	20.2	18.4	20.1	18.2	15.4

Table 3: Air quality – Ricardo AEA: CO2 emissions 2012 (as per Rutland Local Plan Consultation Draft Sustainability Appraisal)

Criteria	Rutland
Local estimates of CO2 emissions (tonnes CO2) - Domestic emissions per capita	2.5
Local estimates of CO2 emissions (tonnes CO2) - Total emissions per capita	28.7

Table 4: Modal shift - Office for National Statistics (2012), Table KS404EW - 2011 Census: Car or van availability, local authorities in England and Wales

Criteria	Rutland	East Midlands	Shropshire (nearest statistical neighbour)	Herefordshire (nearest statistical neighbour)
% of residents without access to a car or van (2011)	12.4%	*22.1%*	15.8%	16.4%

Figure 1: Modal shift – Rutland County Council (2016): Countywide travel survey

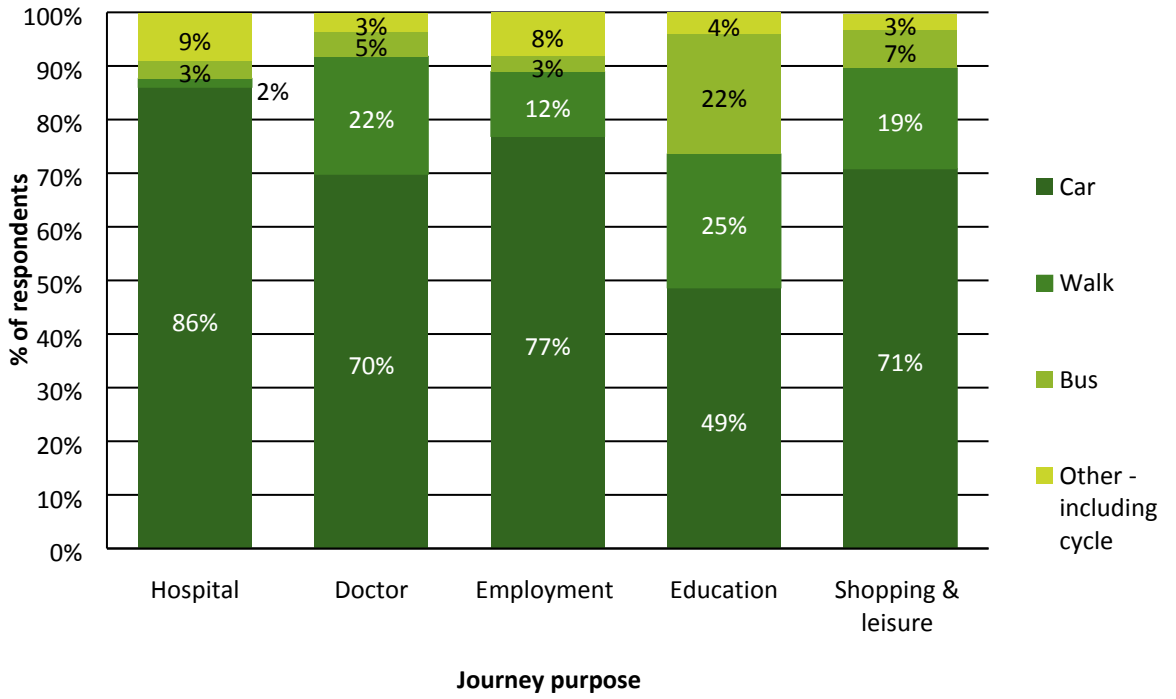

Table 5: Condition of SSSI habitats – Natural England: Designated Sites (2016)

Criteria	Rutland
Area of Rutland SSSIs in adverse condition as a result of development (2016)	0 SSSIs in adverse condition as a result of development

Table 6: Harm to heritage assets and their settings – Rutland County Council (2017) and English Heritage Buildings at Risk Register

Criteria	Rutland
Number of Conservation Areas with a management plan	4 Conservation Area Appraisals have been prepared since 2011 including: Ashwell (Feb 2013), Whitwell (Feb 2013) Empingham (June 2014) and Morcott (October 2014). A Conservation Area Appraisal is also in preparation for Lyddington Conservation Area.
Grade I and II* Listed Buildings and Scheduled Monuments at risk of decay	2 buildings (0.001%) of all GI and II* buildings in Rutland are on BERR: Old Hall ruins, Exton Park, Exton (Priority C) and Oakham Castle walls (Priority D).

Table 7: Quality of rivers – Environment Agency: General quality assessment (chemistry and biology), 2009 (as per Rutland County Council (2011)

Criteria	Rutland
% of Rutland rivers classed as good quality in terms of chemistry (2009)	75.8%
% of Rutland rivers classed as good quality in terms of biology (2009)	100%

Table 8: Rate of reported killed or seriously injured casualties – Department for Transport (2017)

Criteria	Rutland	East Midlands	Shropshire (nearest statistical neighbour)	Herefordshire (nearest statistical neighbour)
Rate of reported killed or seriously injured casualties per billion vehicle miles (average) (2010 – 2014)	59	80	71	65

15 APPENDIX C: REVIEW AND UPDATE OF RELEVANT POLICIES, PLANS AND PROGRAMMES

Table 1: Review and update of relevant policies, plans and programmes

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
International			
EU Directive 2001/42/EC (the SEA Directive)	A high level of environmental protection; to promote sustainable development by integrating environmental considerations into plan preparation and adoption; sets out detailed requirements of environmental assessment required for plans.	Preparation of SEA report to accompany MRF; ensuring compliance with requirements of SEA Directive.	SEA Objectives: All SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.
Kyoto Protocol on Climate Change (1997) and Doha amendment (2012)	To provide a framework for international action and set binding targets for reducing greenhouse gas emissions. These need to be reduced by at least 18% during 2013-2020	SEA objectives to take account of international commitments.	SEA Objectives: 2, 6 SEA directives: Climatic factors
The Conservation of Habitats and species Regulations 2010 (the Habitats Directive)	To conserve flora and fauna and natural habitats of EU importance; To safeguard species needing strict protection. Consolidates the various amendments to the EU (1992)	MRF policies should help to maintain or restore important natural habitats and species in SAC's and SPA's.	SEA Objectives: 3 SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	Conservation of Natural habitats and of Wild Fauna & Flora (Habitats Directive) 92/43/ECC. Sec 9(5) places duty on all LAs to have regard to requirements of the Habitats Directive.		
European Union (2009) Conservation of Wild Birds (Birds Directive) 2009/147/EC	To protect all naturally occurring wild bird species and their habitats, with particular protection of rare species.	Policies should help to maintain or restore important natural habitats and species in SACs and SPAs. Policies should also avoid deterioration of the identified habitats or any other disturbances affecting protected birds.	SEA Objectives: 3, 6 SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.
The Ramsar Convention on Wetland of International Importance (1971)	Wetlands of international importance are designated as Ramsar Sites. Ramsar sites in England are protected as European sites. The majority are also classified as SPAs and all terrestrial Ramsar sites in England are notified as SSSIs. The RAMSAR convention requires that members: - recognise the interdependence of man and his environment; - consider the fundamental	Policies should conserve and protect identified RAMSAR sites (Rutland Water) and recognise their economic, cultural, scientific and recreational value.	SEA Objectives: 3, 6 SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	ecological functions of wetlands as regulators of water regimes and as habitats supporting character flora and fauna, especially waterfowl; - being convinced that wetlands constitute a resource of great economic, cultural, scientific, and recreational value, the loss of which would be irreplaceable; - desire to stem the progressive encroachment on and loss of wetlands now and in the future; - recognise that waterfowl in their seasonal migrations may transcend frontiers and so should be regarded as an international resource; - being confident that the conservation of wetlands and their flora and fauna can be ensured by combining far-sighted national policies with co-ordinated international action.		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Council of Europe (2000) European Landscape Convention (Florence Convention)	Promotes landscape protection and integrates landscape into planning policies (Parts 3,5,6); Defines landscape character as "a distinct and recognisable pattern of elements that occur consistently in a particular type of landscape".	MRF should contain policies aimed at ensuring that new transport development does not compromise the distinctiveness of the local landscape character.	SEA Objectives: 1, 2, 3, 4, 6, 9 SEA Directives: Cultural heritage, biodiversity, landscape, material assets, air, soil, water.
EU Ambient Air Quality Directive (2008/50/EC) & Directive 2004/107/EC	Limits & targets for pollutants in outdoor air set by the Air Quality (standards) Regulations 2010	Ensure that the impact of transport emissions on air quality is minimised.	SEA Objectives: 1 SEA Directives: Air
The Environmental Noise Directive 2002/49/EC	Concerns noise from the road, rail and air traffic and from industry; sets standards for noise emissions from specific sources.	Avoid new transport developments that will lead to noise standards being exceeded. Consider how transport policies can reduce noise emissions.	SEA Objectives: 8 SEA Directives: Air
EU Floods Directive (2007/60/EC)	Aims to reduce and manage risks that floods pose to human health, environment, cultural heritage & economic activity; requires assessment of all water courses for flood risk, map flood extent and assets & people at risk, and take adequate and co-ordinated measures to reduce flood risk.	MRF should ensure new transport does not contribute to increased flood risk; where areas of flood risk cannot be avoided, take steps to ensure it can be made safe.	SEA Objectives: 6 SEA Directives: material assets, water, climate factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Renewable Energy Directive (2009/28/EC)	Encourages energy efficiency consumption from renewable sources and improvement of energy supplies; places requirement on UK to source 15% energy needs from renewable sources by 2020; Requires national action plans to set out share of energy from renewables for transport, electricity and heating for 2020.	MRF should contain policies supporting use of renewable energy for transport	SEA Objectives: 5 SEA Directives: material assets, climate factors
UNESCO World Heritage Convention 1972	Notes that the cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage and destruction.	Policies to have regard to the Convention	SEA Objective: 4 SEA Directives: Material Assets, cultural heritage
National			
Climate Change Act 2008	To improve carbon management and help the transition towards a low carbon economy. To set legally binding targets - including to reduce CO2 emissions by at	SEA considers the need for MRF to reduce the greenhouse gases from transport.	SEA objective: 2, 6 SEA directives: Climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	least 26% from 1990 baseline by 2020.		
The Wildlife and Countryside Act (as amended) 1981	Main UK legislation relating to the protection of named animal and plant species includes legislation relating to the UK network of nationally protected wildlife areas: SSSIs. Under this Act, Natural England now has responsibility for identifying and protecting the SSSIs in England.	MRF should ensure protection of habitats and species.	SEA Objectives: 3, 4 SEA Directives: soil, water, biodiversity, material assets, climate factors
Countryside and Rights of Way Act 2000	The Countryside and Rights of Way Act 2000 provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).	MRF should ensure protection of habitats and species.	SEA Objectives: 3, 6, 9 SEA Directives: biodiversity, material assets, climate factors
Environmental Assessment of Plans and Programmes Regulations 2004	Sets out the requirements of environmental assessment required for all plans.	The SEA which accompanies any transport development scheme applications must comply with the requirements of the Regulations.	SEA Objectives: 1, 2, 3, 4, 5, 6, 8, 9

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
			SEA Directives: biodiversity, material assets, climate factors
National Planning Policy Framework (2019) (and associated National Planning Practice Guidance)	Achieving sustainable development. The purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: • economic; • social; and • environmental These roles should not be taken in isolation and are mutually dependant. Central to the NPPF is a presumption in favour of sustainable development.	MRF should be in line with the relevant aspects of the framework.	SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9 SEA Directives: population, air, soil, water, biodiversity, material assets, climate factors, cultural heritage, landscape
Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (DEFRA, 2011)	Sets out a range of actions to improve the status of biodiversity in a number of sectors: Agriculture; Forestry; Planning & Development; Water	MRF should consider how policies can contribute towards the aims and goals	SEA Objectives : 1, 2, 3, 4, 8 SEA Directives: biodiversity, material assets, climate factors, air, soil, water

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	Management; marine Management; and Fisheries. Addresses pressure from Air Pollution and Invasive Non-Native Species. Planning system must guide development to best locations, encourage greener design and enable development to enhance natural networks. Protection and improvement of natural environment to be retained as core objective of planning system.		
Safeguarding our Soils: A Strategy for England (DEFRA 2009)	Vision to 2030: All England's soils managed sustainably and degradation threats tackled successfully and soils will have been improved and safeguarded for future generations	Protect agricultural land.	SEA Objectives: 9 SEA Directives: soil and minerals, biodiversity, flora and fauna
Natural Environment and Rural Communities Act 2006	Places a duty of LAs to have regard to conservation of biodiversity. The Secretary of State is required to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.	MRF should ensure protection of habitats and species	SEA Objectives: 3 SEA Directives: biodiversity, flora and fauna

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
The UK Low Carbon Transition Plan: National Strategy for Climate Change	Sets out transition plan for building a low carbon UK: cut emissions by 18% of 2008 level by 2020; produce 30% of electricity from renewables by 2020; cut emissions from transport by 14% of 2008 level by 2020; make homes greener by helping households to become more energy efficient.	Consider how policies can contribute to aims.	SEA Objectives: 2, 6 SEA Directives: biodiversity, material assets, climate factors
The National Adaptation Programme – making the country resilient to a changing climate (DEFRA, 2013)	To provide clear framework to enable delivery of sustainable development that minimises vulnerability and provides resilience to impacts of climate change; To develop local flood-risk management strategies and consider effect of future climate change and increasing severity of weather events; continue to encourage uptake of property level protection to reduce impacts of floods on people and property.	Reflect climate risks and sustainable development in MRF	SEA Objectives: 2, 6 SEA Directives: material assets, climate factors
Natural Environment White Paper (2011)	Recognises that nationally, the fragmentation of natural environments is driving continuing threats to biodiversity.	Consider MRF can aim to improve the quality of the natural environment, moving to a net gain in the value of nature and an arrest in the	SEA Objectives: 2, 3, 5, 6 SEA Directives: biodiversity, material assets, climate factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	It sets out the Government's policy intent to: • improve the quality of the natural environment across England • move to a net gain in the value of nature; • arrest the decline in habitats and species and the degradation	decline of habitats and species in degradation.	
Noise Policy Statement for England, March 2010	Vision: promote good health and quality of life through effective management of noise, within the context of sustainable development; Aims: through effective management and control of environmental neighbour noise, within context of sustainable development, to: • Avoid significant adverse impacts on health and quality of life; • Mitigate and minimise adverse impacts on health and quality of life; and • Where possible contribute to improvement of health and quality of life.	Consider the sources of noise pollution and how transport policies can reduce noise pollution.	SEA Objectives: 8 SEA Directives: Population.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Air Quality Strategy for England, Scotland, Wales and Northern Ireland	The Air Quality Strategy (AQS) provides a long-term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. Notes that traffic can have a significant impact on air quality.	MRF considers what measure can be implemented to reduce transport related air pollution. Plans for new measures should take into account impact on air pollution.	SEA objectives: 1 SEA Directives: air
Guidance on Local Transport Plans– 2009 (revised), Department for Transport	The Government's guidance outlines strategic policy areas: support economic growth, reduce carbon emissions, promote equality of opportunity, contribute to better safety, security and health, improve quality of life and a healthy natural environment.	Ensure MRF is aligned with the guidance. However also note guidance is now archived.	SA Objectives: 1, 2, 6, 7, 8 SEA Directives – Air quality, human health
'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' White paper (January 2011)	This white paper has two main themes: offering people sustainable transport choices, particularly for shorter journeys; and demonstrating how localism and the big society can work for transport. Vision is for a transport system that supports the economy, whilst also focussing on the environment, safety and quality of life.	Explore and underpin policies that enable and encourage shorter journeys to be made by sustainable modes.	SEA Objectives: 1, 2 SEA Directives: air quality, human health, population, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
The Future of Transport: a network for 2030 (July 2004)	A long term strategy that looks at the factors that will determine transport needs over the next 25 years and explains how the UK intends to satisfy such needs in a sustainable manner. The strategy has three main themes: sustained investment over the long term; improvement in transport management and planning ahead.	The themes in this policy will be taken into account within MRF.	SEA Directives: Air quality, climatic factors
Department of Health (2010) Healthy Lives, Health People, White Paper, Our Strategy for Public Health in England.	New public health system to address root causes of poor health and well-being; Local Authorities to deliver services from April 2013; health & well-being boards sponsored by Public Health England.	To address the wider detriments of health (housing, the environment and local economy) that could impact on physical and mental health and so help to reduce health inequalities.	Sustainability Objectives: 2, 6 SEA Directives: human health
Door to door: A strategy for improving sustainable transport integration (Department for Transport, March 2013)	The strategy focuses on 4 core areas which need to be addressed so that people can be confident in choosing greener modes of transport: • accurate, accessible and reliable information about	Ensure MRF supports the ethos of the door to door strategy and that consideration is given to how we will improve and encourage sustainable travel provisions and ensure integration between them. Our sustainable travel strategy will	Sustainability objectives: 1, 2 SEA Directives: Air, human health, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	different transport options for their journey • convenient and affordable tickets, for an entire journey • regular and straightforward connections at all stages of the journey and between different modes of transport • safe and comfortable transport facilities	outline how we plan to achieve this.	
Cycling and walking investment strategy (Department for Transport, April 2017)	The DfT's overarching vision is to make cycling and walking the natural choices for shorter journeys, or as a part of a longer journey. The DfT aim to: • double cycling activity by 2025 • each year reduce the rate of cyclists killed or seriously injured on English roads. • reverse the decline in walking that we have seen over the last few years. For	Ensure MRF supports the aims and objectives of the strategy and results in the production of a local cycling and walking infrastructure plan.	Sustainability objectives: 2, 6, 7 SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	that to happen, we want cycling and walking to be the natural choices for shorter journeys in every urban and rural community in England. For cycling or walking to be normalised in this way, they need to be safer, and be perceived to be safe, normal and enjoyable ways to travel. By 2040 the DfT's ambition is to deliver: • BETTER SAFETY - 'A safe and reliable way to travel for short journeys' • BETTER MOBILITY - 'More people cycling and walking - easy, normal and enjoyable' • BETTER STREETS – 'Places that have cycling and walking at their heart'		
Green light for better buses (Department for Transport, November 2012)	'A green light for better buses' sets out a series of reforms to improve local bus subsidy and regulation in England. The	MRF will contain a passenger transport strategy, outlining our approach to public transport provisions within the	Sustainability objectives: 1, 2, 8

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	proposals have been carefully formulated to attract more people onto buses, to ensure better value for the taxpayer and to give local transport authorities more influence over their local bus networks.	county. The passenger transport strategy, as well as the sustainable transport strategy, will take the 'green light for better buses' into consideration.	SEA Directives: Air, human health, climatic factors, water, biodiversity, flora and fauna
Making the connection: the plug-in vehicle infrastructure strategy (Office for Low Emission Vehicles, June 2011)	This strategy sets out a vision for infrastructure and the steps needed to remove barriers for those wishing to invest in, provide or benefit from plug-in vehicle infrastructure. It describes how OLEV are: • using the Plugged-In Places trials as a central mechanism to inform the development of business models • removing barriers to the market • producing a favourable environment for private investment • helping the consumer by ensuring all public	Ensure MRF gives consideration to technological advances that provide greener travel options – such as electric vehicles and charge points. Our sustainable travel strategy will provide further detail on this.	Sustainability objectives: 1, 2 SEA Directives: Air, human health, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	infrastructure is easy to access		
Low Carbon Transport: a greener future (Department for Transport, July 2009)	'Low carbon transport: a greener future' is a component of the 'UK low carbon transition plan'. In this paper the DfT acknowledge the challenges ahead for the transport sector and outline plans for a future low carbon transport system. In this paper the DfT also set out the actions they are taking to cut emissions in line with meeting their obligations under carbon budgets for the period to 2022.	We will ensure MRF supports the ethos of the policy and will identify, within our sustainable travel strategy, how we plan to encourage greener travel.	Sustainability objectives: 1, 2 SEA Directives: Air, human health, climatic factors
Action for roads: a network for the 21st century (DfT and Highways Agency, July 2013)	This command paper highlights the significant challenges faced on our roads, reiterates the need for investment and sets out our detailed plans to improve management of the network.	Consider how highway policies can support the aims of the document.	Sustainability objectives: 1, 2, 5, 6, 8 SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Roads: choice and reliability	This document outlines the choices and trade-offs needed in order to give people the reliable road network they want. It explores how, nationally, we can provide roads that will support the trips that people and businesses need to make, in the most sustainable, reliable way. It discusses specific initiatives which the DfT could implement to improve: • local trips we make, on our city and regional roads • journeys made across the country on our motorways	Ensure MRF gives consideration to the need to encourage walking and cycling for shorter journeys and the use of public transport. These matters will be addressed through our Local cycling and walking infrastructure plan, sustainable travel strategy and passenger transport strategy.	Sustainability objectives: 2, 6, 7 SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population
Road investment strategy for the 2015 to 2020 road period and Road investment strategy post 2020: planning ahead (Department for Transport and Highways Agency, 2015 and 2016)	This paper sets out the government's 'Road investment strategy' (RIS) for the 2015 to 2020 road period, as required under the Infrastructure Act 2015. It:	Ensure our highway policies support the aims of the strategy.	Sustainability objectives: 1, 2, 5, 6, 8 SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• outlines the government's strategic vision for the strategic road network to 2040 • commits to the delivery of 112 major schemes to start by 2020, as well as the development of a further 15 schemes and 6 strategic studies • specifies the network and company performance that Highways England - the new strategic highways company – is expected to deliver • states the funding available to deliver these goals between 2015 and 2021 The road investment strategy post 2020 outlines the stages involved in the preparation of the second roads investment strategy.		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
National networks national policy statement: habitats regulations assessment and National networks national policy statement: appraisal of sustainability	Habitats regulations assessment reviewing potential impacts of the 'National networks national policy statement' on birds, wildlife and habitats. Assesses the social, economic and environmental sustainability of the national networks national policy statement.	Ensure our highway policies support the aims of the documents.	Sustainability objectives: 1, 2, 3, 5, 6, 8 SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population
Infrastructure Act 2015	The Infrastructure Act covers a manner of topics including, transport, energy provisions and nationally significant infrastructure projects. Within the Act reference is made to the 'Road investment strategy' and also the 'Cycling and walking investment strategy'.	Within the Cycling and walking investment plan there is desire for local authorities to produce a local cycling and walking infrastructure plan. This document will support MRF.	Sustainability objectives: 2, 6, 7 SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population
Local Transport Act 2000 (updated 2008)	The primary Act relating to transport. The Act requires local authorities to produce and keep up to date a local transport plan.	A statutory requirement to produce and keep up to date a local transport plan.	Sustainability objectives: 1 - 9 SEA Directives: Air, human health, climatic factors, biodiversity, flora and fauna,

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
			cultural heritage, landscape. Material assets, water, population, soil and minerals.
Highways Act 1980	The Highways Act sets out legislation regarding the management and operation of the road network and outlining local authority duties.	Ensure compliance with the Highways Act. Produce and maintain a Highways asset management plan.	Sustainability objectives: 1, 2, 3, 5, 6, 8 SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population
Road safety Act 2006	An Act to make provision about road traffic, registration plates, vehicle and driver information, hackney carriages and private hire vehicles, and trunk road picnic areas.	Ensure our Road safety strategy adheres to the content of the road safety act.	Sustainability objectives: 7, 8 SEA Directives: human health, population

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Strategic framework for road safety (May 2011)	The strategic framework for road safety sets out the Government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads. The focus is on increasing the range of educational options for the drivers who make genuine mistakes and can be helped to improve while improving enforcement against the most dangerous and deliberate offenders. Additionally, at the local level, the DfT we will be increasing the road safety information that is available to local citizens.	Ensure that our road safety strategy supports the aims of the framework.	Sustainability objectives: 7, 8 SEA Directives: human health, population
British Road Safety Statement: Working Together to Build a Safer Road System Department for Transport, (December 2015)	The 'Road safety statement' outlines the government's approach to improving road safety.	Ensure that our road safety strategy supports the aims of the road safety statement.	Sustainability objectives: 7, 8 SEA Directives: human health, population
The Road to Zero, Department for Transport (July 2018)	The strategy sets out ambition for at least 50% — and as many as 70% — of new car sales to be ultra low emission by 2030, alongside up to 40% of new vans.	Ensure that our Sustainable Travel Statement supports the strategy's ambition.	Sustainability objectives: 1, 2 SEA Directives: Air, human health, climatic factors

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
Local			
Core Strategy – July 2011	The key Development Plan Document (DPD) in Rutland's Local Development Framework (LDF) that establishes the overall vision, objectives and spatial strategy. Strategic objectives • To identify broad locations for sustainable development • To develop vibrant and prosperous market towns • To develop diverse and thriving villages • To ensure a range and mix of housing types to meet the needs of all the community • To support healthy and thriving communities • To develop a stronger and safer community • To strengthen and diversify the local economy • To support the rural communities by encouraging development opportunities related to the rural economy	MRF should reflect the aspirations of the Core Strategy and seek to support sustainable transport provision.	SEA Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9 SEA Directives: population, air, soil, water, biodiversity, material assets, climate factors, cultural heritage, landscape

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• To develop integrated and sustainable forms of transport. • To develop a strong and vibrant community by developing communication and transport infrastructure • To safeguard and enhance the natural resources, landscape and countryside, cultural heritage and the diversity of wildlife and habitats, • To protect and enhance the built environment and open spaces, historic heritage and local townscape • To ensure that design of new development is of the highest quality • To reduce the impact of people and development on the environment		
Minerals Core Strategy and Development Control Polices Development Plan Document (October 2010)	The Minerals Core Strategy objectives are: • To safeguard Rutland's mineral resources from unnecessary sterilisation, in particular resources of	MRF should reflect the aspirations relating to minerals transport.	SEA Objective 3, 4, 9 SEA Directives: material assets, biodiversity, landscape air, soil.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	limestone within the eastern half of the County together with local sources of building stone. • To maintain a local supply of essential raw materials (limestone & clay) for the strategically significant cement plant at Ketton together with a supply of limestone for aggregates purposes within the north east of the County in line with national and regional policy guidance. • To support the distinctive local identify of Rutland through the supply of locally sourced building materials and encourage their use within the County for the purposes for which they are most suitable. • To protect and enhance the biological and geological diversity within Rutland. • To protect and enhance the natural historic and built environment and the		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	landscape of Rutland, including green infrastructure and special protection for Rutland Water, and ensure that local distinctiveness is protected. • To secure sound work practices which prevent or reduce as far as possible impacts on Rutland's communities arising from the extraction, processing, management or transportation of minerals • To reduce the impact of mineral development on the environment by sustainable design and construction, encouraging the prudent use of resources, including the use, where practicable of alternatives to primary aggregates, and addressing the implications of flood risk and climate change extraction has ceased, through high standards of restoration and appropriate after-use.		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• To promote the sustainable transport of minerals and reduce the adverse effects of road-borne transport		
Site Allocations & Policies DPD (October 2014)	The purpose of the Site Allocations & Policies DPD is to allocate specific sites for development and to set out more detailed policies for determining planning applications within the overall strategy provided by the Core Strategy. The objectives have been adapted from the Core Strategy: Spatial Strategy: • Objective 1: Site Specific locations for development • Objective 2: Vibrant and prosperous market towns • Objective 3: Diverse and thriving villages Creating sustainable communities: • Objective 4: Housing for everyone's needs • Objective 5: Healthy and	MRF should support the aspirations of the local plan in terms of transport.	SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9 SEA Directive: Population, human health, material assets, cultural heritage, biodiversity, landscape, material assets, air, soil, water, climate factors.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	socially inclusive communities • Objective 6: A stronger and safer community Building our economy & infrastructure • Objective 7: Strong and diverse economy • Objective 8: Rural economy and communities • Objective 9: Sustainable transport • Objective 10: Transport and infrastructure Sustaining out environment • Objective 11; Natural and cultural environment • Objective 12: Built environment and local townscape • Objective 13: High quality design & Local distinctiveness • Objective 14: Resources, waste and climate change.		
Whitwell Conservation Area Appraisal (February 2013)	Whitwell Conservation Area was designated in 1979 and is one of 34 conservation areas in Rutland. The purpose of a conservation	Policies regarding Whitwell should have regard to the Whitwell Conservation Area and associated appraisal	SEA Objectives: 1, 4, 8

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	area is not to prevent development but to manage change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area. The appraisal identifies the following elements as being important to the special character of Whitwell: • The loose-knit, linear street plan; • The consistent use of limestone for buildings and boundary walls; • The low density, resulting in an open, spacious character with widespread trees and greenery between buildings.		SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape
Ashwell Conservation Area Appraisal (February 2013)	Ashwell Conservation Area was designated in 1999 and is one of 34 conservation areas in Rutland. The purpose of a conservation area is not to prevent development but to manage	Policies regarding Ashwell should have regard to the Ashwell Conservation Area and associated appraisal.	Sustainability Objectives: 1, 4, 8 SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area. The appraisal identifies the following elements as being important to the special character of Ashwell: • The informal arrangement and low height of buildings; • The origins as an estate village, and particularly the influence of buildings designed in the 1850s by the prominent Victorian architect William Butterfield, which create a special architectural interest; • The low density resulting in an open, spacious character with widespread trees and greenery.		
Empingham Conservation Area Appraisal (June 2014)	Empingham Conservation Area was designated in 1975 and is one of 34 conservation areas in	Policies regarding Empingham should have regard to the Empingham Conservation	Sustainability Objective: 1, 4, 8

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	Rutland. The purpose of a conservation area is not to prevent development but to manage change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area. The appraisal identifies the following elements as being important to the special character of Empingham: • The compact rectangular plan form and linear street pattern; • The origins as an estate village has resulted in a distinctive design of houses, traditionally set back behind front gardens; • Visual harmony is reinforced by the uniformity of design and materials with limestone and red brick for walls and slate or plain tiles being predominant; • The majority of houses are two storey in height;	Area, and associated appraisal.	SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• Small areas of informal open space, grass verges and mature trees reinforce the rural location • The openness, greenery, low height and low density of the village and its location on the north slope of the River Gwash result in it being unobtrusive in the landscape; • Views out of the village area of attractive countryside.		
Morcott Conservation Area Appraisal (October 2014)	Morcott Conservation Area was designated in 1981 and is one of 34 conservation areas in Rutland. The purpose of a conservation area is not to prevent development but to manage change so that it reflects the special character of the area. The County Council pays special attention to the desirability of preserving or enhancing the character of a conservation area.	Policies regarding Morcott should have regard to the Morcott Conservation Area, and associated appraisal.	Sustainability Objective: 1, 4, 8 SEA Directive: Cultural heritage, biodiversity, material assets, air, landscape

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	The appraisal identifies the special character of Morcott as resulting from: • The compact layout in which the historic Saxon and medieval street pattern is still apparent; • Good quality stone building; • Visual harmony created by the use of a limited range of materials, notably limestone with steep pitched, gabled Welsh slate or Collyweston roofs; • The simple understated design of buildings with limited decoration • Tight enclosure which houses predominantly at the back of footway, especially along High Street, and stone boundary walls; • Harmony is reinforced by the majority of buildings being two storey; • Green space, verges, trees and greenery within private gardens and along the former		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	railway provide balance with the stone buildings; • The low height of houses means that key buildings, such as St Mary's Church, Morcott Hall and the Manor House are prominent in views within the conservation area.		
Edith Weston Neighbourhood Plan (June 2014)	The plan sets out the community's views on how the village can meet the challenges of the future, which changes should or should not take place in the village and suggest priorities and proposals in relation to them.	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.
Cottesmore Neighbourhood Plan (November 2016)	The plan sets out the community's views on how the village can meet the challenges of the future, which changes should or should not take place in the village and suggest priorities and proposals in relation to them.	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.
Langham Neighbourhood Plan (January 2017)	The plan sets out the community's views on how the village can meet the challenges of the future, which changes should or should not take place in	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity,

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	the village and suggest priorities and proposals in relation to them.		landscape, material assets, air, water, soil climate factors.
Uppingham Neighbourhood Plan (January 2016)	The plan sets out the community's views on how the town can meet the challenges of the future, which changes should or should not take place in the town and suggest priorities and proposals in relation to them.	MRF should have regard to the Neighbourhood Plan.	SEA objectives: 1, 4, 8 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.
Rutland County Council Corporate Plan 2016 to 2020	**Corporate** • Sustain growth within the population of between 1,680 and 2,160 by 2020 • The creation of: - A minimum 160 new homes per annum - based on more recent growth 225 may be more likely - 40 more affordable homes per annum creating 160 over the life of this plan. This to include all forms of affordable housing - 300 jobs per annum accepting that some employment for residents will continue the trend of outward migration	MRF Vision, objectives and strategies will need to reflect those of the Rutland County Council Corporate Plan.	SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	(employment out of County) • Safeguarding the vulnerable within our community will be a key priority for our One Council • A Rutland that is largely self-supporting and less reliant on central government with a balanced Medium Term Financial Plan • Complete the improvement of broadband, developing and implementing a strategy for 2020 connectivity for the County • Explore the right strategic partnerships to increase the sustainability of the Council • Continue to support our Armed Forces community - reviewing our support to Veterans and their families - launching an armed forces discount scheme - relaunching our Armed Forces Covenant		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	People • Support expanded provision in Primary Care • Work with Health colleagues to create a Health and Social Care Hub for Rutland, providing enhanced medical facilities and services for the Rutland Community • Ensure there is a sufficiency of school places supported by appropriate transport and modern infrastructure • Sustained, improved performance across all Rutland Schools • Narrow the performance gaps for Looked After Children, Children with Special Educational Needs and between boys and girls. • Raise skills levels throughout the adult population • Decrease the impact of smoking, obesity and alcohol consumption on the health and well-being of our community		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• Continue to support a vibrant Voluntary, Community and Faith Sector to support our communities through strategic commissioning **Places** • Continue to maintain our road network as cost effectively as possible • Improve road safety by reducing the number of people injured on our roads • Make people feel safer by continuing to ensure low levels of crime and anti-social behaviour • Continue to explore Localism and the opportunities for devolving services to our Parish and Town Councils • Encouraging and supporting business start-up and growth • Continuing to support businesses through signposting them to appropriate support and highlighting new opportunities		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• Develop Phase 2 of Oakham Enterprise Park to create further employment and business growth opportunities • Review the Council's property portfolio to ensure we are making best use of our assets – this will include our Libraries, Rutland County Museum, Catmose and all other properties • Continue supporting opportunities for creative expression and active lifestyles for all • Ensure the Market Towns are vibrant and attractive to both residents and visitors **Resources** • Maximise collection and recovery rates • Deliver improvements in Customer Services through the development of a new website and changes to the Council's Contact Centre		

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	• Drive efficiencies in back office support through improved use of technology • Support and develop our workforce		
A Plan for Rutland 2010-2012	The main aims of A Plan for Rutland are: **Sustaining Our Environment** To promote and adopt measures to combat the effects of Climate Change through the development of environmental policies for Rutland. To conserve and enhance the landscape, cultural heritage, archaeological and built environments and ensure that local distinctiveness is protected. To protect and enhance the wildlife and its habitats and important natural features within Rutland the benefit of biodiversity and geodiversity.	The plan indicates the following issues that will need to considered: • To promote and adopt measures to combat the effects of Climate Change • To conserve and enhance the landscape, cultural heritage, archaeological and built environments and ensure that local distinctiveness is protected • To protect and enhance the wildlife and its habitats and important natural features • To reduce and control pollution and the county's contribution to harmful carbon emissions	SEA Objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9 SEA Directive: Population, human health, cultural heritage, biodiversity, landscape, material assets, air, water, soil climate factors.

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	To reduce and control pollution and the county's contribution to harmful carbon emissions. To develop sustainable waste management practices for the whole of the waste stream and the impact on the environment **Building our infrastructure** To maximise the potential growth in tourism whilst protecting the unique culture, environment and heritage of Rutland. To further develop an integrated transport infrastructure which; whilst safe, convenient and efficient, encourages additional use of public transport, walking and cycling. To maintain and further develop a mixed economy including a range of industry size and type, offering opportunity for local employment	• To develop sustainable waste management practices • To maximise the potential growth in tourism whilst protecting the unique culture, environment and heritage of Rutland • Need to maximise the potential growth in tourism. • To further develop an integrated transport infrastructure which, whilst safe, convenient and efficient, encourages additional use of public transport, walking and cycling. • To maintain and further develop a mixed economy including a range of industry size and type, • To encourage the introduction of high tech	

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	and access to local goods and services across the county. To encourage the introduction of high tech industries into Rutland to offer wider employment opportunities for the young residents of Rutland. To acknowledge that the provision of local and affordable housing is important to both employers and employees alike and to ensure delivery of more affordable and sustainable homes. To recognize that Rutland is mineral rich and that the industry plays an important part in the local economy. To achieve a long term balance of the industry's needs and those of residents and other business **Caring for All**	industries into Rutland • To provide for local and affordable housing • (Covered by Minerals Core Strategy and Development Policies DPD._ • To provide for housing to meet needs. • To consider the impact of proposals on neighbouring communities. • To ensure that the master planning process for both Oakham and Uppingham adequately reflects the future development and population increases and changes	

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	Housing To address the growing problem of homelessness within Rutland To address the specific housing needs of vulnerable groups **Cross cutting issues** The impact on Rutland of neighbouring communities. Development of Oakham and Uppingham - Ensure that the master planning process for both Oakham and Uppingham adequately reflects the future development and population increases and changes.		
Review of Outdoor Sport and Recreation Facilities in Rutland (2013)	The review provides a detailed assessment and audit of open space, sport and recreation facilities in Rutland.	The findings of the study should be taken into consideration in MRF	SEA Objectives: 8 SEA Directive: Human health, population

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	The review assesses the quantity, quality and accessibility of provision.		
Sport and Recreation Facility Strategy and Open Space Informal Recreation Assessment (November 2015)	Recommendations to inform long-term land use planning for sports facilities and open spaces, including Rutland County Council's approach to the emerging Local Plan Review, and ensures that the policies are supported by robust and up-to-date information.	The findings of the study should be taken into consideration in MRF	SEA Objectives: 8 SEA Directive: Human health, population
Oakham and Uppingham Parking Sufficiency Study (February 2010)	The study provides evidence of data collection surveys and analysis to assist with the formulation of a future parking strategy for both Oakham and Uppingham	Policies on parking should have regard to findings in this study.	SEA Objectives: 8 SEA Directive: population, material assets.
Strategic Transport Assessment of Oakham and Uppingham (July 2010)	Examines the transport impact of alternative development scenarios and feasibility of a bypass for Uppingham.	Transport policies around Oakham and Uppingham should have regard to the findings of the assessment.	SEA Objectives: 2, 8 SEA Directive: Population, human health, climate factors.
Strategic parking review	The purpose of the review is to make sure that the best arrangements are in place for parking in the short, medium and	Ensure MRF considers the policies set out within the strategy.	Sustainability objectives: 1, 2, 3, 5, 6, 8

Plan or Programme	Main aims and objectives	Implications for MRF	Implications for the SEA
	long-term, taking a holistic approach to the parking needs of the two towns. The review has taken account of the full range of users and how their needs can be met without having a detrimental impact on the environment or the economic vitality of the County. The review was used to develop a parking strategy.		SEA Directives: Air, human health, climatic factors, material assets, water, biodiversity, flora and fauna, population
Strategic plan for culture and leisure (Rutland local strategic partnership, 2017)	The strategy builds identifies how the partnership will make a difference in the area of culture and leisure. Reference is made to the desire to improve and increase cycling and walking provisions within Rutland.	Ensure MRF considers the aspirations of the plan.	Sustainability objectives: 2, 6, 7 SEA Directives: Air, climatic factors, human health, water, biodiversity, flora and fauna, population

16 APPENDIX D: MRF CHALLENGES, GOALS AND OBJECTIVES

Table 1: MRF challenges, goals and objectives

Our challenges	Our goals	Our solutions
PGC1 - Population changes placing additional demand on our passenger transport and highway network.	PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.	• PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS3 - Maintain our assets in a cost effective way • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 - Work with partners to provide further transport provisions
PGC2 – The impact of population growth on parking provisions.	PGG2 - Sufficient parking capacity for our current and future population.	• PGS6 - Ensure new developments have sufficient parking Solutions identified in other sections: • WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions. • WRS6 – Produce market town plans
PGC3 - Concern from residents regarding disruption caused by road works associated with development and utility enhancements.	PGG3 - A co-ordinated and integrated approach to highway maintenance and utility enhancements.	• PGS7 - Produce and update a network management plan • PGS8 - Introduce a utilities permit scheme
PGC4 - Growth and development within Rutland may negatively impact on our environment and county's rural character.	PGG4 - Sustainable development that enhances and supports our county's rural character and heritage.	• PGS9 - Retain our heritage • PGS10 - Protect our green space and public rights of way network • PGS11 - Reduce our impact on the environment Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks

Our challenges	Our goals	Our solutions
WRC1 - Some employment locations are hard to access without a car because they are located in remote, rural locations and/ or operate shift patterns.	WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact.	• WRS1 – Promote car sharing • WRS2 – Encourage the creation of business site travel plans • WRS3 – Investigate an alternative to the Wheels to Work scheme Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks
WRC2 - A need to make our market towns fit for the future.	WRG2 – Unique, attractive and vibrant market towns that provide enhanced provisions for residents, whilst attracting visitors and supporting economic vitality.	• WRS4 - Undertake a strategic parking review • WRS5 - Identify opportunities for further parking provisions • WRS6 – Produce market town plans Solutions identified in other sections: • PGS6 - Ensure new developments have sufficient parking
WRC3 - A shortage of new business sites in the county with good road and rail connections.	WRG3 – Local businesses supported by transport links that enable the efficient movement of goods.	• WRS7 - Ensure new business development is suitably located
WRC4 – Business growth may lead to increased traffic and HGV movements.	WRG4 – Traffic management provisions that limit the impact of HGV and other vehicular traffic.	• WRS8 – Consider HGV and lorry parking • WRS9 – HGV restrictions and rail freight
WCR5 - Freight and passenger rail changes may have a negative impact on businesses.	WRG5 - Limit the impact that changes to freight and passenger rail may bring.	• WRS10 - Work with Network Rail
LERC1 - Growing demand for home to school transport services.	LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective.	• LERS1 - Review our post 16 education transport provisions • LERS2 - Ensure school transport policies are adhered to • LERS3 - Look at alternative procurement and delivery options

Our challenges	Our goals	Our solutions
		Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • LERS6 - Provide the infrastructure needed to encourage walking and cycling
LERC2 - Congestion around schools at the start and end of the school day.	LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality.	• LERS4 – Encourage a change in mind-set • LERS5 - Enable schools and colleges to manage the problem • LERS6 - Provide the infrastructure needed to encourage walking and cycling Solutions identified in other sections: • WRS4 – Undertake a strategic parking review
LIRC1 - Reliance on the car, due to the rural nature of our county.	LIRG1 - Reduce car dependency within the County – in a way that doesn't hinder access to services or economic development.	• LIRS1 - Promote sustainable travel options • LIRS2 - Support technological advances Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS4 – Facilitate an efficient and flexible passenger transport network • LERS6 – Provide the infrastructure needed to encourage walking and cycling
LIRC2 - Road safety risks and resident concerns regarding road safety.	LIRG2 - Reduce the number of deaths and injuries on our county's roads.	• LIRS3 - Adopt a safe systems approach to road safety • LIRS4 - Identify common causes and locations of accidents • LIRS5 – Apply the three e's • LIRS6 - Work with residents Solutions identified in other sections: • PGS3 – Maintain our assets in a cost effective way

Our challenges	Our goals	Our solutions
		• LIRS2 – Support technological advances • LIRS8 – Ensure suitably designed, safe and accessible provisions • LIRS10 – Maintain our walking and cycling assets • LIRS11 – Work with local interest groups • LIRS14 – Promote personal independence • LERS5 – Enable schools and colleges to manage the problem • LERS6 – Provide the infrastructure needed to encourage walking and cycling • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action
LIRC3 - Physical and personal barriers inhibiting residents from walking and cycling.	LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility journeys to be undertaken by bike and foot – helping to improve our residents' health, access to services and our environment.	• LIRS7 - Promote walking and cycling as travel options • LIRS8 - Ensure suitably designed, safe and accessible provisions • LIRS9 - Provide sufficient route marking and publicity • LIRS10 – Maintain our walking and cycling assets • LIRS11 - Work with local interest groups Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS2 - Assess the capacity of our networks • LERS6 - Provide the infrastructure needed to encourage walking and cycling
LIRC4 - Residents with limited mobility or without access to a vehicle may struggle to access essential services and health provisions and could face social isolation.	LIRG4 - A passenger transport network that caters for our most vulnerable residents.	• LIRS12 - Promote transport provisions • LIRS13 - Make services accessible • LIRS14 - Promote personal independence Solutions identified in other sections: • PGS1 - Reduce the need to drive • PGS4 - Facilitate an efficient and flexible passenger transport network • PGS5 – Work with partners to provide further transport provisions

Our challenges	Our goals	Our solutions
VERC1 - Gaps and missing links in our existing public rights of way and joint cycleway/ footway network.	VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.	• VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action. • VERS2 – Prioritise investment opportunities Solutions identified in other sections: • PGS1 – Reduce the need to drive • PGS2 - Assess the capacity of our networks • PGS10 - Protect our green space and public rights of way network
VERC2 - Lack of public awareness of public rights of way, joint cycleway/ footways and cycling and walking events and provisions.	VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups.	• VERS3 - Produce clear and easy to read promotional materials • VERS4 - Work with partners to promote provisions and events Solutions identified in other sections: • VERS1 – Carry out a rolling review of existing provisions and consider (where appropriate) remedial action.
VERC3 – Barriers restricting access to and between Rutland's key tourist attractions and centres of recreation and leisure.	VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism.	• VERS5 – Support sustainable passenger transport opportunities Solutions identified in other sections: • PGS1 – Reduce the need to drive • WRS4 – Undertake a strategic parking review.

17 APPENDIX E: ROWIP SOLUTIONS/ TASKS

Table 1: ROWIP solutions/ tasks

Reference	Solution
1A	Establish a Public Rights of Way network hierarchy
1B	Develop a risk based approach to safety inspections of public rights of way, whereby frequency of inspection is based on a paths category within the network hierarchy
1C	Review seasonal mowing programme in accordance with the new network hierarchy
1D	Explore viability of a headland management grant scheme, paying landowners to clear headland paths across their land
1E	Explore the viability of providing new waste bins on local rights of way where we recognise that there is a serious dog fouling issue
1F	Establish and periodically review management agreements for PROW passing through Sites of Special Scientific Interest (SSSi)
2A	Publish an consolidated definitive map and statement using up to date base mapping and incorporating changes since the relevant date:
2B	Publish a statement of priorities / exception criteria in relation to applications for definitive map modification orders (DMMOs)
2C	Publish a policy statement setting out criteria to be met in order for the authority to accept an application for a diversion and also for the prioritisation of applications that have been accepted:
3A	Develop our network by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside
3B	Modernise the existing network by making improvements to the drainage and surfaces of routes to facilitate use at all times of the year by the widest possible section of the community

Reference	Solution
3C	Engage equestrian users at the earliest possible stage when designing schemes that affect road-side verges to ensure that important links between bridleways are protected
3D	Only structures adhering to the current British Standard for gaps, gates and stiles (BS5709:2006) will be authorised
3E	Actively seek to reduce the number of structures on the network that might act as barriers to some users
4A	Publish a policy describing how the authority will assert and protect the public's right to use a rights of way network free from illegal obstructions and unreasonable interference
4B	Ensure that new development not only preserves but enhances the local rights of way network, either within the limits of development or beyond, and publish guidance for developers defining best practice. Existing paths within the limits of development should be improved by the dedication of additional width and/or higher rights, whilst off-site improvements should focus on the creation of new routes to integrate the development in to the wider network
4C	Review locations where the rights of way network meets the primary road network and consider whether we can make them safer for vulnerable users through enhanced signage and improved visibility
4D	Proposals to close footpaths and bridleways that cross the railway without providing a safe and convenient alternative route will not be supported
5A	Provide the public with accessible promotional information to assist them in exploring and enjoying the Rutland countryside
5B	Make it easier for the public to access an up to date and accurate definitive map & statement for Rutland through a combination of electronic service delivery and by ensuring paper copies are held in all town & parish council offices
5C	Work with partners to maximise awareness of opportunities and events in the county using or promoting the rights of way network
5D	Make the structures data available online in a suitable format

18 APPENDIX F : GOAL COMPATIBILITY ASSESSMENT AND CUMULATIVE IMPACT

Table 1: Goal compatibility assessment and cumulative impact

	LTP Goal																		ROWIP Statement of action				
SEA Objective	PGG1	PGG2	PGG3	PGG4	WRG1	WRG2	WRG3	WRG4	WRG5	LERG1	LERG2	LIRCG1	LIRCG2	LIRCG3	LIRCG4	VERG1	VERG2	VERG3	ROWIP1	ROWIP2	ROWIP3	ROWIP4	ROWIP5
1. Minimise the impact of new and existing transport use on air quality	N	N	+	N	+	-	+	+	+	+	+	+	N	++	+	+	+	++	+	N	++	+	+
2. Minimise the impact of transport on greenhouse gases	+	N	N	N	+	-	+	+	+	+	+	+	N	++	+	+	+	++	+	N	++	+	+
3. Minimise or mitigate the impact of any new transport schemes on priority habitats and species	N	N	N	+	N	N	N	+	N	N	N	N	N	N	N	+	N	N	N	N	N	N	N
4. Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to heritage assets and landscape.	N	-	N	+	N	N	N	+	N	N	N	N	N	N	N	+	N	N	N	N	N	+	N
5. Use recycled materials for construction as much as possible and ensure timely maintenance of existing assets to avoid deterioration.	+	N	+	+	N	?	N	N	N	N	N	N	N	N	N	N	N	N	+	N	N	+	N
6. Well-planned construction and maintenance of highway infrastructure that reduces the risk and impact of flooding and the pollution of the receiving water-bodies.	N	N	++	+	N	?	N	N	N	N	N	N	N	N	N	N	N	N	+	N	N	+	N
7. Reduce the number and risk of road traffic accidents	+	N	+	N	+	N	N	N	N	+	N	+	++	+	N	+	+	N	N	N	+	N	N
8. Manage the impact of transport and transport infrastructure on communities and quality of life	+	N	N	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+	N	+	+	+
9. Identify the impact of new infrastructure on agricultural land	N	N	N	+	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	+	N

19 APPENDIX G: SOLUTION COMPATIBILITY ASSESSMENT AND CUMULATIVE IMPACT

Table 1: Solution compatibility assessment and cumulative impact

SEA objective / LTP /ROWIP Solution	1	2	3	4	5	6	7	8	9
PGS1	+	++	+	+	N	N	+	+	N
PGS2	N	N	N	N	N	+	+	+	N
PGS3	N	N	N	N	?	+	+	+	N
PGS4	+	+	+	+	N	N	N	++	N
PGS5	?	?	N	N	N	N	N	+	N
PGS6	?	?	-	-	N	?	N	N	N
PGS7	+	+	N	N	+	+	N	+	N
PGS8	N	N	N	N	N	N	N	N	N
PGS9	N	N	+	+	N	N	N	+	N
PGS10	+	N	+	+	N	N	N	+	N
PGS11	++	+	++	+	+	N	N	+	N
WRS1	+	+	N	N	N	N	N	+	N
WRS2	+	+	N	N	N	N	+	+	N
WRS3	-	-	N	N	N	N	N	++	N
WRS4	N	N	N	N	N	N	N	+	N
WRS5	?	?	?	?	?	N	N	+	N
WRS6	+	+	N	+	N	N	N	+	N
WRS7	+	+	+	+	N	N	N	+	N
WRS8	N	N	N	N	N	N	N	+	N
WRS9	N	N	N	N	N	N	N	+	N
WRS10	+	+	N	N	N	N	N	+	N
LERS1	N	N	N	+	N	N	N	N	N
LERS2	N	N	N	N	N	N	N	N	N
LERS3	N	N	N	N	N	N	N	N	N
LERS4	++	++	N	N	N	N	N	+	N
LERS5	+	+	N	N	N	N	+	+	N
LERS6	++	++	?	?	?	?	+	++	N
LIRS1	++	++	N	+	N	N	N	+	N
LIRS2	++	++	N	N	N	N	N	+	N
LIRS3	N	N	N	N	N	N	++	+	N
LIRS4	N	N	N	N	N	N	+	++	N
LIRS5	N	N	N	N	N	N	+	+	N
LIRS6	N	N	N	N	N	N	+	++	N

SEA objective / LTP /ROWIP Solution	1	2	3	4	5	6	7	8	9
LIRS7	+	+	N	+	N	N	N	+	N
LIRS8	++	++	N	+	?	+	+	+	?
LIRS9	+	+	+	+	N	N	+	+	N
LIRS10	+	+	N	+	+	+	N	+	N
LIRS11	+	+	N	N	N	N	N	+	N
LIRS12	+	+	N	+	N	N	N	+	N
LIRS13	+	+	?	N	N	N	N	++	N
LIRS14	+	+	N	N	N	N	N	N	N
VERGS1	+	+	N	N	N	N	N	+	N
VERGS2	+	+	?	N	N	N	+	+	N
VERGS3	N	N	N	N	N	N	N	+	N
VERGS4	N	N	N	N	N	N	N	N	N
VERGS5	+	+	N	+	N	N	N	+	N
ROWIP1A	N	N	N	N	+	+	N	N	N
ROWIP1B	N	N	N	N	N	N	N	+	N
ROWIP1C	+	+	?	?	+	+	N	N	N
ROWIP1D	N	N	N	N	+	+	N	N	N
ROWIP1E	N	N	N	N	?	?	N	+	N
ROWIP1F	N	N	+	+	+	+	N	N	N
ROWIP2A	N	N	N	N	N	N	N	N	N
ROWIP2B	N	N	N	N	N	N	N	N	N
ROWIP2C	N	N	N	N	N	N	N	N	N
ROWIP3A	+	+	?	?	N	N	N	+	?
ROWIP3B	+	+	N	N	+	+	+	+	N
ROWIP3C	N	N	N	N	N	N	N	+	N
ROWIP3D	N	N	N	N	+	+	N	+	N
ROWIP3E	+	+	N	N	+	+	N	+	N
ROWIP4A	N	N	N	N	N	N	N	N	N
ROWIP4B	+	+	N	N	N	N	+	+	N
ROWIP4C	+	+	N	N	N	N	N	+	N
ROWIP4D	N	N	N	N	N	N	N	+	N
ROWIP5A	+	+	N	N	N	N	N	+	N
ROWIP5B	+	+	N	N	N	N	N	N	N
ROWIP5C	N	N	N	N	N	N	N	+	N
ROWIP5D	+	+	N	N	N	N	N	+	N

20 APPENDIX H: UNKNOWN AND NEGATIVE SOLUTION IMPACT DISCUSSION

Table 1: Unknown and negative solution impact discussion

MRF Solution: PGS3 Maintain our assets in a cost effective way									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	N	N	N	N	?	+	+	+	N
Reversibility /scale/freq.	-	-	-	-	R,L,T	-	-	-	-
Commentary	There may be some conflict between the SEA objective of using recycled materials as much as possible for construction and maintaining our assets in the most cost effective way. However timely maintenance of assets will have overall environmental benefits therefore it is felt any negative impact is likely to be offset by timely maintenance.								
MRF Solution: PGS5 Work with partners to provide further transport provisions									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	?	?	N	N	N	N	N	+	N
Reversibility /scale/freq.	R,R,T	R,R,T	-	-	-	-	-	-	-
Commentary	Providing additional transport, especially via car, has the potential to increase vehicular emissions and greenhouse gases. However as this solution relates to the voluntary and community sector these are likely to be on a very small scale. No additional mitigation is deemed necessary due to other solutions in the plan that aim to provide alternatives to car use.								
MRF Solution: PGS6 Ensure new developments have sufficient parking									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	?	?	-	-	N	?	N	N	N
Reversibility /scale/freq.	R,L,T	R,L,T	I,L,C	I,L,C	-	R,L,T	-	-	-
Commentary	Increasing parking has the potential to encourage additional travel by car which could have a negative impact on air quality and greenhouse gas emissions. However in reality in relation to new developments this is more likely to encourage appropriate parking behaviour rather than lead to any significant degree of modal shift. Nevertheless if more land is required for parking this could negatively impact habitats and features of interest. The effect of this should be minimized through good planning practice and planning policies. The scale of any negative impacts alongside the mitigating impact of the other policies within MRF means that no further mitigating actions are deemed necessary.								

MRF Solution: WRS3 Investigate an alternative to the Wheels to Work scheme									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	-	-	N	N	N	N	N	++	N
Reversibility /scale/freq.	R,R,T	R,R,T	-	-	-	-	-	-	-
Commentary	The Wheels to Work scheme provided predominantly motorised transport to facilitate access to employment and services for young people. A replacement scheme therefore has the potential to lead to a very small increase in greenhouse gases and could impact air quality. However the scale of the replacement scheme in Rutland would be very small. Therefore any impacts are likely to be offset by the other solutions proposed within MRF meaning no further mitigating actions are deemed necessary.								
MRF Solution: WRS5 Identify opportunities for further parking provisions									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	?	?	?	?	?	N	N	+	N
Reversibility /scale/freq.	R,L,T	R,L,T	R,L,T	R,L,T	R,L,T	-	-	-	-
Commentary	Increasing parking has the potential to encourage additional travel by car which could have a negative impact on air quality and greenhouse gas emissions. Poorly located parking could have a negative impact on habitats and features of interest, the use of recycled materials is dependent on cost. However the scale of any increased parking provision is likely to be relatively small, and the negative impacts offset by other solutions that propose alternatives to car travel, the application of planning policy and necessary environmental assessments of new developments.								
MRF Solution: LERS6 Provide the infrastructure needed to encourage walking and cycling									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	++	++	?	?	?	?	+	++	N
Reversibility /scale/freq.	-	-	R,L,C	R,L,C	R,L,T	R,L,T	-	-	-
Commentary	This solution proposes identifying locations for the potential construction of walking and cycling infrastructure. This is likely to have a positive impact on some of the SEA objectives, but the impact on others is less clear. The scale of any infrastructure is likely to be relatively small and dependent on the availability of funding. No further mitigation is deemed necessary since the impacts will be limited by good project planning and environmental assessment where necessary. Further the infrastructure is predominantly aimed at increasing utility cycling and as such is likely to be aligned with existing vehicular infrastructure or development.								

MRF Solution: LIRS8 Ensure suitably designed, safe and accessible provisions									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	++	++	N	+	?	+	+	+	?
Reversibility /scale/freq.	-	-	-	-	R,L,T	-	-	-	
Commentary	There may be cost implications that mean recycled materials are not feasible. However until the projects are planned this will not be clear. Further some provision may be constructed on agricultural land. Any schemes are likely to be relatively small scale and subject to individual project planning so no further mitigation is deemed necessary.								
MRF Solution: LIRS13 Make services accessible									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	+	+	?	N	N	N	N	++	N
Reversibility /scale/freq.	-	-	R,L,T	-	-	-	-	-	-
Commentary	Making services as accessible as possible will clearly be beneficial to the community. However making services accessible may in some cases not be compatible with the protection of priority habitats and species. This can be mitigated by good project planning, application (where applicable) of planning policy, and scheme specific environmental assessments where necessary.								
MRF Solution: VERS2 Prioritise investment opportunities									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	+	+	?	N	N	N	+	+	N
Reversibility /scale/freq.	-	-	R,L,T	-	-	-	-	-	-
Commentary	This solution proposes prioritising locations for the potential construction of walking and cycling infrastructure. This is likely to have a positive impact on some of the SEA objectives, but the impact on others is less clear. The scale of any infrastructure is likely to be relatively small and dependent on the availability of funding. No further mitigation is deemed necessary since the impacts will be limited by good project planning and environmental assessment where necessary. Further the infrastructure is predominantly aimed at increasing utility cycling and as such is likely to be aligned with existing vehicular infrastructure or development.								

MRF Solution: RoWIP1C Review seasonal mowing programme in accordance with the new network hierarchy									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	+	+	?	?	+	+	N	N	N
Reversibility /scale/freq.	-	-	R,L,T	R,L,T	-	-	-	-	-
Commentary	Mowing is used as part of the maintenance of the rights of way network and already takes place. Any changes to the programme currently have an unclear impact on some of the SEA objectives. However no further mitigation is proposed as changes to the programme are unlikely to significantly increase mowing, and the network is sufficiently small that an environmental impacts will be minor.								
MRF Solution: RoWIP1E Explore the viability of providing new waste bins on local rights of way where we recognise that there is a serious dog fouling issue									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	N	N	N	N	?	?	N	+	N
Reversibility /scale/freq.	-	-	-	-	R,L,T	R,L,T	-	-	-
Commentary	The impact of the installation of dog waste bins is unclear as the locations of any further waste bins are unknown. However construction is likely to be of such a small scale that no further mitigation is deemed necessary.								
MRF Solution: RoWIP3A Develop our network by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside									
SEA objective	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Result	+	+	?	?	N	N	N	+	?
Reversibility /scale/freq.	-	-	R,L,C	R,L,C	-	-	-	-	R,L,C
Commentary	New routes have the potential to impact priority habitats, features of interest and agricultural land. However they will be very small scale and potential environmental impacts will be considered during the planning phase so no further mitigation is deemed necessary.								

21 APPENDIX I: FEEDBACK FROM STATUTORY ENVIRONMENTAL BODIES

21.1 FEEDBACK ON THE PROPOSED METHODOLOGY AND SCOPE OF THE SEA

21.1.1 THE ENVIRONMENT AGENCY

'Thank you for consulting us on your SEA baseline scoping report July 2017. We have the following observations:

That the document could be improved by considering the risks to the natural environment and in particular watercourses and groundwater (known collectively as water-bodies) as a consequence of the Plan.

We suggest this can be addressed by changes to Section 7 Tables 2 and 3 as set out below in italics.

Section 7 Table 2 Topic Water
Environmental Issue 7

Flooding can affect highways and other transport features leading to damage. Highways and transport infrastructure also have the potential to exacerbate flooding and have a deleterious effect upon the water quality of receiving water-bodies if they are poorly designed or located.

Table 3 Objective 6

Well-planned construction and maintenance of highway infrastructure that reduces both the risk and impact of flooding and the pollution of the receiving water-bodies.

Assessment Criteria to include Non deterioration of water-bodies.

Further comment:
At the Transport Plan itself progresses we recommend the inclusion of the Environment Agency's requirements and advice in respect of the protection of groundwater.

This is that when planning proposals are brought forward for major new road, rail or airport developments the Environment Agency will require that:

- *drainage is via sustainable drainage systems (SuDS) designed and maintained to current good practice standards, including the provision of suitable treatment or pollution prevention measures. The point of discharge of such systems should normally be outside Source Protection Zone (SPZ) 1 and ideally outside SPZ2*
- *where there is an existing or unavoidable need to discharge in SPZ1, the Environment Agency requires a detailed risk assessment to demonstrate that pollution of groundwater will not occur*
- *The Government's expectation is that sustainable drainage systems (SuDS) will be provided in new developments wherever this is appropriate.*

The Environment Agency supports this expectation.

- *Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should:*
  - *be suitably designed*
  - *meet Governments non-statutory technical standards for sustainable drainage systems – these standards should be used in conjunction with the National Planning Policy Framework and Planning Practice Guidance*
  - *use a SuDS management treatment train – that is, use drainage components in series to achieve a robust surface water management system that does not pose an unacceptable risk of pollution to groundwater*
- *Where infiltration SuDS are proposed for anything other than clean roof drainage in a SPZ1, a hydrogeological risk assessment should be undertaken, to ensure that the system does not pose an unacceptable risk to the source of supply.'*

21.1.2 HISTORIC ENGLAND

'Thank you for consulting Historic England on the above 10 July 2017.

Historic England has recently published a document relating to Strategic Environmental Assessments. We consider this may be of use to you, and the document can be downloaded from:

https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/

6 SEA Baseline

Paragraph 6.6 is welcomed.

7 Environmental Issues and Problems
Within Table 2, reference to potential harm to heritage assets and their settings from transport features in relation to topic 'Cultural heritage' should be included.

8 Developing the SEA Framework
Reference to cultural heritage within objective 4 of Table 3 'List of SEA Objectives and Criteria' is welcomed. The term 'heritage assets' should be incorporated in accordance with the NPPF, to ensure all heritage assets are considered, both designated and non-designated, such as:-
"Protect features of interest from the impact of transport and ensure transport infrastructure is not detrimental to architectural and archaeological heritage assets and landscape"

Appendix 1
Within appendix 1, reference to Conservation Area Appraisals is welcomed. However, a broader evidence base would ensure a more comprehensive base, such as reference to local lists and other documents if available. Particularly relevant could include the following:-

- *Undertaking characterisation studies*
- *Producing setting studies – of specific settlements, or specific heritage assets*
- *Local lists*
- *Assessments of landscape sensitivity'*

21.1.3 NATURAL ENGLAND

'Thank you for your consultation below and attached.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England welcomes the opportunity to comment on the SEA Scoping Report for Rutland County Council's 4th Local Transport Plan (LTP) which will replace the existing Local Transport Plan 3 for the period up to 2036. We approve of the topics selected for coverage in the SEA as suggested in the SEA Directive. We are satisfied that the scope of the SEA as proposed and the themes covered will meet the requirements of Directive 2001/42/EC, the 'SEA Directive'.

We are particularly pleased to note paragraph 6.3 which acknowledges that Rutland has 19 Sites of Special Scientific Interest (SSSIs), which are all protected under the Wildlife & Countryside Act 1981 (As Amended), including Rutland Water which is an internationally designated wetland site with importance for wintering and passage wildfowl. As well as the SSSI designation, Rutland Water is also designated a Special Protection Area (SPA) and a Ramsar site. The recognition that there are 222 local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland in the county is also encouraging.

We have nothing further to add at this stage except to remind Rutland County Council of its duty to protect nationally and internationally designated nature conservation sites from the impacts of development including transport infrastructure.'

21.2 PUBLIC CONSULTATION FEEDBACK

21.2.1 HISTORIC ENGLAND

'Thank you for consulting Historic England on the above, together with the Moving Rutland Forward, Draft Passenger Transport Strategy and Draft Rights of Way Improvement Plan.

The inclusion of PGS11 in relation to heritage is welcomed, together with the reference to the policies set out within the draft Local Plan.*

Reference to major schemes such as St George's Barracks is welcomed. Reference should also be made to other large schemes (such as the recent consultation regarding Woolfox Garden Community) should they come forward. Historic England's comments in relation to all schemes should be incorporated into the highways implications of these schemes.

Historic England have not received further information regarding the Joint Infrastructure

Delivery Plan for Rutland and South Kesteven. Historic England would be very happy to comment and would welcome early informal consultation.

Notwithstanding the advice given in this letter, we reserve the right at a later stage to comment or object to any proposals that come forward. We recommend that local authority conservation and archaeological expertise should be used in relation to all heritage assets.'

Please note – Former PGS11 is now PGS9.

21.2.2 NATURAL ENGLAND

'Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Features of Rutland Water SPA/RAMSAR; Barnack Hills & Holes SAC; and Grimsthorpe SAC

We welcome the completion of a Habitats Regulations Assessment (HRA) to assess the impacts of the Local Transport Plan on Rutland Water Special Protection Area (SPA) & Ramsar Site, Barnack Hills & Holes Special Area of Conservation (SAC); and Grimsthorpe Special Area of Conservation (SAC). Natural England concurs with the conclusion that there are no likely significant effects -subject to project specific HRA and mitigation measures- as a result of implementing LTP4, alone, or in combination within other plans, policies or strategies, and as such an appropriate assessment of LTP4 is not required.

We also welcome the commitment to carry out project specific HRAs should site specific schemes come forward in the future considering mitigation measures where appropriate.'