East Riding of Yorkshire Council

Local Transport Plan

2015 - 2029

Strategic Environmental Assessment – Statement

“Keeping East Riding moving”
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Summary

A Strategic Environmental Assessment (SEA) identifies any significant environmental effects that may result from the implementation of a strategic document such as a plan, programme or strategy.

This SEA Statement outlines the methodology used for the Strategic Environmental Assessment of East Riding of Yorkshire Council’s Local Transport Plan (LTP). This assessment has been carried out according to the requirements of EU Directive 2004/42/EU, known as ‘the SEA Directive.’

In 2010 a Scoping Report for the Council’s third LTP (LTP3) was sent to Natural England, English Heritage and the Environment Agency. Their responses informed and refined the assessment.

The findings of the assessment were then presented in a Consultation Draft Environmental Report, which was consulted upon alongside the draft of LTP3. Issues raised in the Environmental Report and in response to the consultation were considered and were incorporated where appropriate, into LTP3 and the updated LTP.

The existing environmental baseline, established from all readily available information, has been described in the SEA documents. The analysis of the baseline data coupled with a review of relevant plans, programmes and policies affecting both the LTP and the SEA led to the identification of local issues, challenges and opportunities and the development of both the LTP objectives and the SEA objectives.

Where the assessment identified possible conflicts between transport objectives and the environmental objectives, opportunities for either avoiding negative effects or incorporating appropriate mitigation were identified.

This process has resulted in there being very few conflicts or negative effects as a result of the Plan. The majority of the transport opportunities identified in LTP3 and the updated LTP have the potential to provide significant environmental benefits.

The assessment allowed the LTP to develop via an iterative process, concluding with a SEA Statement, here updated.
Introduction

1.1.1. The government requires all transport authorities outside London to produce a Local Transport Plan (LTP) setting out transport strategies and policies for their area and explaining how funding will be invested to improve the local transport network.

1.1.2. Significant changes took place over the life of LTP3 in terms of the introduction of new national funding streams for transport projects and the devolution of some decision making responsibilities away from central government. East Riding of Yorkshire Council has therefore taken the decision to refresh LTP3 and to prepare a revised Strategy and Implementation Plan which will be formally adopted on 1st April 2015. This new Plan shares the same high level strategy, structure and approach as LTP3 and will be known simply as the Local Transport Plan.

1.1.3. As the strategies and schemes included within the LTP have the potential to affect the environment, a comprehensive Strategic Environmental Assessment (SEA) of LTP3 was undertaken in accordance with European and English legislation. This revised SEA Statement has been prepared in conjunction with the updated LTP.

1.1.4. The purpose of the SEA is to allow the Council, consultees and the public to determine the likely impacts that the LTP will have on the environment. Provision can therefore be made for a high level of protection of the environment where necessary and to contribute to the integration of environmental considerations into the preparation and adoption of the LTP.

1.1.5. Assessment of the high level strategies and initiatives contained within the Council’s LTP has been undertaken to examine the possible future effects on the environment. It has not included the assessment of individual transport schemes that will be delivered through the LTP Implementation Plan. Potential effects on biodiversity, population and human health, soil and water, air quality, climatic factors, social inclusion, cultural heritage (including architectural and archaeological heritage), and landscape have all been considered.

1.1.6. The Council achieved Eco-Management Audit Scheme (EMAS) and ISO 14001 certification in 2010 and the LTP has been developed with reference to the Council’s Environmental Policy which supports this accreditation. The annual independent EMAS audit includes an assessment of LTP progress.

1.1.7. This SEA Statement sits alongside the updated LTP and details the processes and assessment undertaken as part of the SEA, providing justification for the approach chosen. It does not provide detailed information regarding assessments, which is contained within the Environmental Report.

1.1.8. Table 1.1 below lists all documents which have been produced as part of the SEA process and where they can be located.

<table>
<thead>
<tr>
<th>Document Title</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEA Scoping Report</td>
<td>Available on request</td>
</tr>
<tr>
<td>LTP</td>
<td>East Riding of Yorkshire Council website</td>
</tr>
<tr>
<td>SEA Environmental Report</td>
<td>Available on request</td>
</tr>
<tr>
<td>SEA Statement</td>
<td>East Riding of Yorkshire Council website</td>
</tr>
</tbody>
</table>
1.1.9. Hard copies of all documents can be posted out if required, although a small charge will be made to cover printing and postage costs. Documents can also be viewed by prior arrangement at Council offices.

1.1.10. For further information please contact the Council’s Strategic Transport Planning Manager at:

Strategic Transport Planning Manager  
East Riding of Yorkshire Council  
County Hall  
Cross Street  
Beverley  
HU17 9BA

Email: transport.policy@eastriding.gov.uk

1.2 Scope of the Statement

1.2.1. This SEA Statement comprises five sections, including this introduction:

- Section two provides a brief description of the SEA process and how the SEA has shaped LTP3 and the updated LTP;
- Section three provides context and details the consultation exercises undertaken, the responses received, and how they have been used to shape both the LTP and the SEA;
- Section four details the options which were considered for LTP3 and subsequently the updated LTP, the assessments performed and the justification for choosing the adopted option; and
- Section five highlights the monitoring requirements for the Council’s LTP.
2 The Strategic Environmental Assessment Process

2.1 The Strategic Environmental Assessment Directive


2.1.2. The purpose of the SEA Directive is to:

“Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development” (Article 1, SEA Directive).

2.1.3. The SEA process allows for transparency in planning by involving statutory bodies, stakeholders and the public whilst integrating environmental considerations thus aiding the achievement of the goal of implementing future development in a sustainable manner.

2.1.4. It is important to emphasise that the role of the SEA is not to create policy, but to inform it. It should be seen by decision makers as a tool to aid the development of policy, rather than a piece of legislation policy must adhere to. It ensures that the impacts of plans and programmes are assessed in a structured way to demonstrate that policy development has considered environmental impacts. It benefits the wider community by supporting best value decision-making and by ensuring that the effects of policy decisions on the environment are given full and thorough consideration.

2.1.5. The SEA process consists of five stages:

Stage A – Setting the context and objectives, establishing the baseline and deciding on the scope:

- Identifying other relevant plans, programmes and environmental protection objectives;
- Collecting baseline information;
- Identifying environmental problems;
- Developing SEA objectives; and
- Consulting on the scope of the SEA.

Stage B – Developing and refining alternatives and assessing effects:

- Testing the plan or programme objectives against the SEA;
- Developing strategic alternatives;
- Predicting the effects of the plan or programme, including alternatives;
- Evaluating the effects of the plan or programme, including alternatives;
- Mitigating adverse effects; and
- Proposing measures to monitor the environmental effects of plan or programme implementation.
Stage C – Preparing the Environmental Report.

Stage D – Consultation and decision-making:

■ Consulting the public and consultation bodies on the draft plan or programme and the Environmental Report;
■ Assessing significant changes; and
■ Making decisions and providing information, including this SEA Statement.

Stage E – Monitoring implementation of the plan or programme:

■ Developing aims and methods for monitoring; and
■ Responding to adverse effects.

2.2 Local Transport Plans

2.2.1. The Transport Act 2000, as amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce LTPs, which set out the policies, strategies and action plans for transport in a single document.

2.2.2. East Riding of Yorkshire Council is a transport authority with responsibility for all its adopted transport assets, including highways, footways, bridges, street lighting, Public Rights of Way, signing and some car parks. Motorways and trunk roads are the responsibility of the Highways Agency. Rail services are the responsibility of the Office of Rail Regulation and rail infrastructure managed by Network Rail. In these cases the Council has a duty to coordinate transport policy with the other bodies.

2.2.3. Under the Transport Act 2000, local transport authorities were required to produce a LTP every five years. The first LTP (LTP1) covered the period 2001 to 2006 and the second (LTP2), covered the period 2006 to 2011. All local transport authorities were required to have a new LTP (LTP3) in place before LTP2 expired in April 2011 but, under the Local Transport Act 2008, LTPs no longer must be replaced every five years. The new legislation means that local transport authorities may replace or update their plans as they see fit.

2.3 East Riding of Yorkshire Council’s Local Transport Plan

2.3.1. LTP3 set out the Council’s approach to tackling the issues and future challenges for transport in the wider context across the East Riding. The preparation of LTP3 built on the outcomes and progress made as a result of the successful delivery of LTP2. In turn the latest LTP represents an updating of LTP3, whilst sharing its overall structure and approach.

2.3.2. The updated LTP covers the period from 2015 to 2029, in line with the emerging East Riding Local Plan. The LTP also includes individual strategies for the 14 main settlements identified in the emerging East Riding Local Plan and for overarching key themes such as road safety, cycling, bus and rail.

2.3.3. The LTP’s six strategic objectives are:
Objective 1  Improve the maintenance and management of the existing transport network
Objective 2  Support sustainable economic growth and regeneration
Objective 3  Reduce carbon emissions
Objective 4  Improve road safety
Objective 5  Support and encourage healthy lifestyles
Objective 6  Improve access to key services

2.3.4. The LTP comprises a long-term Strategy, with an accompanying shorter-term Implementation Plan to action and deliver the recommendations made within the Strategy. More details on these are set out below.

Strategy

2.3.5. The LTP Strategy sets out a comprehensive framework within which the Council and its partners can plan transport improvements in the East Riding over the next 14 years. The purpose of this Strategy is to ensure a coherent and forward thinking approach to tackling transport issues in the wider context across the East Riding.

2.3.6. The LTP Strategy is made up of three sections:

- Section A includes an introduction, strategic policy context, consultation process and the LTP objectives;
- Section B sets out the transport problems challenges and priorities for the Council; and
- Section C includes various strategies for transport.

2.3.7. The LTP’s six strategic objectives reflect the aspirations of the Department for Transport (DfT), the Council’s corporate priorities and the Local Strategic Partnership’s ambitions and will therefore help to address both national and local priorities. Section B of the Strategy includes a comprehensive evidence base detailing the transport strengths and areas for improvement both nationally and for the East Riding.

Implementation Plan

2.3.8. The LTP Implementation Plan sets out a three year prioritised programme of integrated transport schemes to be implemented between 2015 and 2018. The Implementation Plan also outlines programme, project performance and risk management procedures for the plan, and a monitoring framework which will be used to evaluate the success of LTP and the delivery of objectives.

2.4  Strategic Environmental Assessment and Local Transport Plans

2.4.1. In accordance with the SEA Directive, LTPs require a formal environmental assessment, as implementation may have significant negative effects on the environment.

2.4.2. The SEA is undertaken in parallel with the development of the LTP in order that each can inform and shape the other. The SEA is an iterative process which influences the direction of the LTP at each stage. In brief, it involves assessment of the LTP’s overarching strategy alternatives and strategy options, identifies potential environmental effects, provides mitigation which then feeds into the revision of alternatives and options, and enables the selection of preferred alternatives and options.

2.4.3. This comprehensive process was undertaken for LTP3 and, as the scope and the high level strategies and initiatives remain unchanged, also applies to the current update. Figure 2.1 demonstrates the iterative nature of the SEA process and how it links in with the LTP process.
Figure 2.1: Summary of the LTP and SEA Processes

Determining the scope of the LTP (strategy and implementation plan); clarifying goals; specifying the problems or challenges the authority wants to solve

Generating options for the strategy and implementation plan to resolve these challenges; appraising the options and predicting their effects

Selecting preferred options for the strategy and implementation plan and deciding priorities

Producing of draft LTP (strategy and implementation plan)

Consultation on draft LTP (strategy and implementation plan)

Production of the final LTP (strategy and implementation plan)

Adoption of LTP

Reviewing implementation of LTP (strategy and implementation plan)

Setting the SEA context; establishing the baseline situation; determining the scope of the SEA; and identifying LTP options

Consulting on scope (5 weeks)

Developing, refining and appraising strategic alternatives (LTP strategy and implementation plan options)

Assessing the effects of LTP preferred options (strategy and implementation plan)

Proposing mitigation/enhancement measures and monitoring

Production of the environmental report

Consultation on the environmental report (typically 12 weeks)

Production of a supplementary or revised environmental report if necessary

SEA statement

Monitoring the significant effects of LTP implementation

Source: DfT WebTAG Unit 2.11 (2009)
3 Consultation

3.1 Introduction

3.1.1. The SEA Directive requires the SEA Statement to provide details of the way the opinions expressed through the various consultation exercises which form part of the SEA process have been incorporated into the final LTP and Environmental Report.

3.1.2. The Council is fully committed to engaging with both statutory and non-statutory consultees in order that the SEA and LTP meet local needs and represent value for money. Both the SEA and all versions of LTP have been subject to extensive consultation at various stages of the process. The SEA Directive indicates a number of statutory consultees, each of which must be consulted regarding the development of the SEA and LTP. The statutory consultees were approached at an early stage in the development of the updated LTP and the approach to the SEA was discussed. Wider consultation has also been carried out where appropriate, allowing non-statutory consultees to comment.

3.2 Consultees

3.2.1. The organisations consulted as part of the SEA process are detailed below:

**Statutory Consultees:**
- Natural England;
- Environment Agency; and
- English Heritage.

**Non-Statutory Consultees:**
- Public Health; and
- Other East Riding of Yorkshire Council officers.

3.3 Stages of Consultation

3.3.1. The Council has sought to use the opinions of relevant statutory and non-statutory stakeholders to shape the SEA throughout the process. As such, consultation has taken place during the preparation of LTP3, the SEA and the updated LTP. Table 3.1 below highlights the various consultation exercises undertaken.

Table 3.1: Consultation exercises undertaken as part of the SEA development

<table>
<thead>
<tr>
<th>Document Title</th>
<th>Date</th>
<th>Purpose</th>
<th>Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stakeholder Engagement Workshop</td>
<td>Dec 2009</td>
<td>To discuss key issues and develop appropriate objectives for the SEA</td>
<td>Not applicable</td>
</tr>
<tr>
<td>SEA Scoping Report</td>
<td>March 2010</td>
<td>Consultation on the scope of the SEA</td>
<td>Statutory Consultees, &amp; Primary Care Trusts</td>
</tr>
<tr>
<td>Environmental Report</td>
<td>Sept 2010</td>
<td>Inform consultees of the environmental concerns LTP3 predicted to have.</td>
<td>Statutory Consultees</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------</td>
<td>-------------------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Draft LTP3</td>
<td>Dec 2010</td>
<td>Consultation on the draft LTP3</td>
<td>Full six-week public consultation advertised in East Riding News. Available on-line or at Council customer service centres</td>
</tr>
<tr>
<td>Final LTP3</td>
<td>March 2011</td>
<td>Present the plans for the authority over the LTP3 period.</td>
<td>Available online</td>
</tr>
<tr>
<td>SEA Statement</td>
<td>March 2011</td>
<td>Identify and record the stages of development of the SEA</td>
<td>Available online</td>
</tr>
<tr>
<td>Approach to SEA for updated LTP</td>
<td>Feb 2014</td>
<td>Consultation on process of updating SEA Statement</td>
<td>Statutory Consultees</td>
</tr>
<tr>
<td>Revised SEA Statement</td>
<td>November 2014</td>
<td>Identify and record the stages of development of the SEA</td>
<td>Statutory and Non-Statutory Consultees</td>
</tr>
</tbody>
</table>

### 3.4 Results of Consultation Process

3.4.1. Each comment received during the consultation process was considered in line with the SEA Directive, associated guidance and in relation to the draft LTP3 and subsequent LTP update. Where appropriate, LTP3 was amended to take account of the issues raised and the revisions were carried forward in the updated LTP. Some of the issues revised through the consultation process were not relevant to LTP3 or were issues that had already been addressed in the draft LTP3.

3.4.2. The main comments that have resulted in changes to LTP3 and informed the updated LTP are described below. Some suggestions have not been included due to financial constraints and limited future resources for non-statutory monitoring:

- Importance of integrating LTP with Rights of Way Improvement Plan (Natural England);
- Consideration of interest features for European sites in the SEA (Natural England);
- Importance of well connected Green Infrastructure (Natural England); and
- Suggested mitigation measures to reduce the likelihood of adverse impact on the character of East Riding’s settlements and attractiveness of its historic environment (English Heritage).

### 3.5 Effects of the SEA on LTP3 and the Updated LTP

3.5.1. The results of the SEA have been used to identify whether the various options being proposed during the LTP process are acceptable in terms of their impact on the environment and to human health. Opportunities for environmental enhancement and improvements to health were identified and incorporated within LTP3 and the updated LTP.

3.5.2. The SEA process has also been used in the development of measures to ensure that they will prevent, offset or reduce the potential for adverse effects that the policies contained within the LTP may have. Where negative impacts have been predicted for a scheme which is still deemed appropriate, mitigation measures have been identified.

3.5.3. To support the mitigation measures, a monitoring framework will be operational throughout the lifetime of LTP.
4 Alternative Options

4.1 The SEA is an iterative process that should inform each stage of a plan. The results of the SEA as presented in the Environmental Report have been used to identify whether the options presented in the LTP Strategy are acceptable in terms of their potential impact on the environment and human health. The responses received during the consultation on the draft LTP3 were used to inform the development of the final LTP3 and the updated LTP. This chapter demonstrates how the emerging SEA has informed, directed and improved the LTP.

4.2 Alternatives Considered

4.2.1 The SEA process identified four alternative strategies to deliver a coherent and forward thinking strategy to tackling transport issues in the wider context across the East Riding. Assessment of the alternatives in terms of their impact on SEA objectives has been undertaken, which fed into the selection of the preferred alternative strategy. The alternatives were as follows:

- Alternative A: No plan;
- Alternative B: DfT priorities;
- Alternative C: DfT priorities and East Riding of Yorkshire Council priorities; and
- Alternative D: East Riding of Yorkshire Council priorities.

4.3 Alternative Selected

4.3.1 Alternative C is based on a combination of local and national priorities including stimulating economic growth, reducing carbon emissions, and improving road safety and accessibility. Following the assessment process, the results indicate that this alternative represents the best overall scenario for the environment. This is the option for the development of LTP that the Council preferred in terms of policy and therefore the SEA process has independently confirmed it as the preferred alternative.
5 Monitoring Requirements

5.1.1. In order to comply with the SEA regulations, any predicted significant or uncertain environmental effects should be subject to a rigorous monitoring and reporting programme so that any problems or issues that may arise can be promptly resolved.

5.1.2. Due to the high-level strategic nature of the assessment, the significance of effects is uncertain throughout the objectives of the SEA and therefore the monitoring framework encompasses all SEA objectives. Monitoring measures to be taken forward relate to the significant and uncertain effects that have been predicted to result from measures included in the final LTP3 and updated LTP.

5.1.3. An effective monitoring programme will contribute to managing uncertainty; improving knowledge; enhancing transparency and accountability and managing environmental information. If monitoring indicates that options or mitigation are not performing as well as expected, then remedial action can be instigated.

5.1.4. Monitoring should not be carried out unnecessarily and if monitoring programmes are already established for plans and programmes within the Council then the data can be used accordingly. To minimise pressure on already limited resources, the majority of the monitoring suggested for this SEA is already performed within the Council, or by other bodies.

5.1.5. It can be difficult to isolate causal links between LTP and environmental outcomes. Therefore, to make the monitoring process meaningful, a monitoring framework has been developed that seeks to focus on links between LTP and environmental outcomes. The monitoring framework includes a pragmatic approach to monitoring targets through inclusion of both qualitative and quantitative measures. The finalised monitoring framework is set out in table 5.1 overleaf.
### Table 5.1: Monitoring Framework

<table>
<thead>
<tr>
<th>LTP SEA Objective</th>
<th>Indicator</th>
<th>Expected direction of change (target)</th>
<th>Data Source</th>
<th>Monitoring Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protect and enhance natural environment</td>
<td>Local nature conservation/ biodiversity; proportion of sites of positive conservation management</td>
<td>Maintaining</td>
<td>Single Data List</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>No significant loss of, or impact on habitats and species of principal importance for the conservation of biodiversity (as listed in Section 41 of the Natural Environment and Rural Communities [NERC] Act 2006)</td>
<td>Maintaining/ Improving</td>
<td>The Council</td>
<td>Annually</td>
</tr>
<tr>
<td>Reduce social exclusion and promote equality</td>
<td>Number of new journey opportunities provided by community transport operators</td>
<td>Maintaining</td>
<td>Transport operators</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Deprivation – Indices of multiple deprivation rankings</td>
<td>Decreasing</td>
<td>Office for National Statistics</td>
<td>After each indices review</td>
</tr>
<tr>
<td>Improve health and reduce health inequalities</td>
<td>Obese children</td>
<td>Decreasing</td>
<td>Association of public health observatories: Health profiles</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Obese adults</td>
<td>Decreasing</td>
<td>Association of public health observatories: Health profiles</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>% of population who describe their health as good (census)</td>
<td>Maintaining</td>
<td>Office for National Statistics</td>
<td>At each census</td>
</tr>
<tr>
<td></td>
<td>Early deaths: heart disease and stroke</td>
<td>Decreasing</td>
<td>Association of public health observatories: Health profiles</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>% of journeys to work by active modes</td>
<td>Increasing</td>
<td>Census</td>
<td>At each census</td>
</tr>
<tr>
<td></td>
<td>% of children travelling to school by active modes</td>
<td>Increasing</td>
<td>The Council/Schools</td>
<td>Annually</td>
</tr>
<tr>
<td>Minimise impact on soil quality</td>
<td>Appropriate soil management in the implementation of LTP schemes</td>
<td>Maintaining</td>
<td>The Council</td>
<td>As appropriate</td>
</tr>
<tr>
<td>Minimise impact on water resources and flood risk</td>
<td>Number of developments in flood risk areas against Environment Agency advice (number of units)</td>
<td>Maintaining</td>
<td>Single Data List</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Good water quality (biological and chemistry) of rivers, canals and freshwater bodies</td>
<td>Maintaining</td>
<td>Environment Agency</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Good coastal and bathing water quality</td>
<td>Maintaining</td>
<td>Environment Agency</td>
<td>Annually</td>
</tr>
<tr>
<td>LTP SEA Objective</td>
<td>Indicator</td>
<td>Expected direction of change (target)</td>
<td>Data Source</td>
<td>Monitoring Frequency</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------------------</td>
<td>---------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Protect and improve air quality</td>
<td>Compliance with air quality objectives for traffic related pollutants</td>
<td>Maintaining</td>
<td>The Council</td>
<td>Annually</td>
</tr>
<tr>
<td>Minimise vulnerability and minimise greenhouse gases</td>
<td>Emissions from Local Authority own estate and operations</td>
<td>Decreasing</td>
<td>Single Data List</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>% of journeys to work by car</td>
<td>Decreasing</td>
<td>Census</td>
<td>At each census</td>
</tr>
<tr>
<td></td>
<td>% of children travelling to school by car</td>
<td>Decreasing</td>
<td>The Council/ Schools</td>
<td>Annually</td>
</tr>
<tr>
<td>Maximise efficient use of materials</td>
<td>Local Authority waste management statistics. The method of disposal and tonnage of waste (e.g. landfill, incineration etc)</td>
<td>Decreasing</td>
<td>Single Data List</td>
<td>Annually</td>
</tr>
<tr>
<td>Protect and enhance cultural heritage</td>
<td>Number and percentage of historic assets at risk</td>
<td>Decreasing</td>
<td>English Heritage</td>
<td>Annually</td>
</tr>
<tr>
<td>Protect and enhance landscape</td>
<td>Number of areas of landscape value achieving or retaining statutory designations. East Riding of Yorkshire’s Landscape Character Assessment may also provide a baseline of local non-statutory landscape conditions against which transport schemes could be assessed and monitored. This will be developed in partnership with the Council’s Conservation, Landscape and Archaeology Team</td>
<td>Maintaining</td>
<td>Natural England</td>
<td>Annually</td>
</tr>
<tr>
<td>Minimise noise levels</td>
<td>Number of noise complaints in relation to traffic</td>
<td>Decreasing</td>
<td>The Council</td>
<td>Annually</td>
</tr>
<tr>
<td>Reduce the number of people killed or seriously injured</td>
<td>Number of people killed or seriously injured in road traffic collisions</td>
<td>Decreasing</td>
<td>The Council</td>
<td>Annually</td>
</tr>
<tr>
<td>Improve accessibility to key services and employment</td>
<td>Number of new journey opportunities provided by community transport operators</td>
<td>Maintaining</td>
<td>Transport operators</td>
<td>Annually</td>
</tr>
<tr>
<td>Maintain and strengthen the economy</td>
<td>Increase in Gross Value Added (% of national rate)</td>
<td>Increasing</td>
<td>Office of National Statistics</td>
<td>Annually</td>
</tr>
<tr>
<td></td>
<td>Proportion of people economically active</td>
<td>Increasing</td>
<td>Office of National Statistics/ NOMIS</td>
<td>Annually</td>
</tr>
</tbody>
</table>
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