

Implementation of Directive 2001/42/EC for English Transport Plans



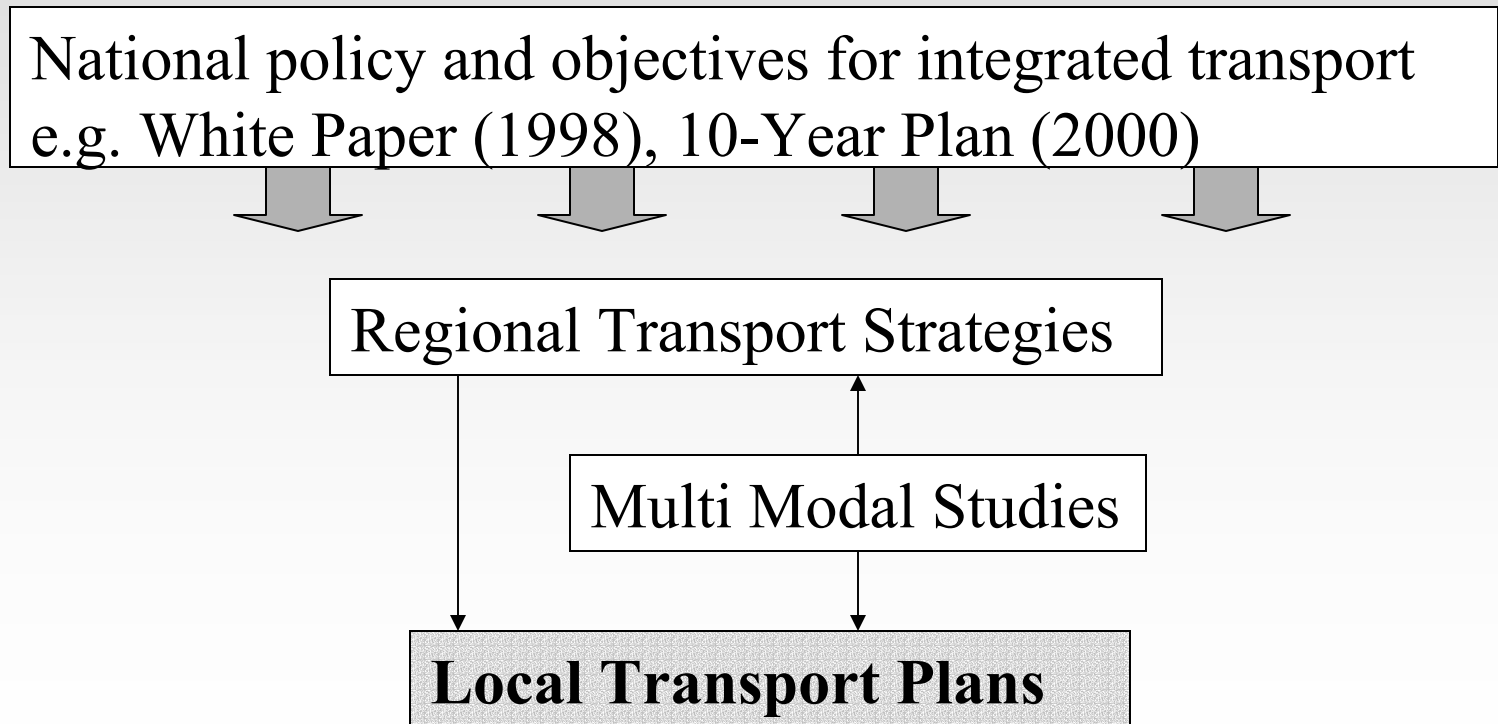
Monica L C Fundingsland, Christopher Wood (The University of Manchester), Paul Tomlinson (TRL Ltd)
monica.fundingsland@stud.man.ac.uk

Overview of Presentation

- Research arose from the adoption of European Directive 2001/42/EC and perceived challenges.
- Part of 3-year research at The University of Manchester.
- 2 aspects: methodology & practical implementation.
- How can the requirements best be met for English transport plans.
- Outline of presentation:
 - ◆ Context UK transport planning & appraisal.
 - ◆ Research and key findings to date.
 - ◆ Suggestions for how requirements can be met and some of the challenges identified through the research.

UK Transport Planning & Appraisal

- Integrated transport planning since 1998
- 5 overarching objectives for transport: environment, accessibility, safety, economy and integration.
- Performance against objectives for integrated transport.



Example of the NATA/GOMMMS AST

Environmental sub-objectives	Quantitative appraisal	Qualitative appraisal
Noise & vibration		
Local air quality		
Greenhouse gases		
Landscape		
Biodiversity		
Heritage of historic resources		
Water environment		
Physical fitness		
Journey ambience		

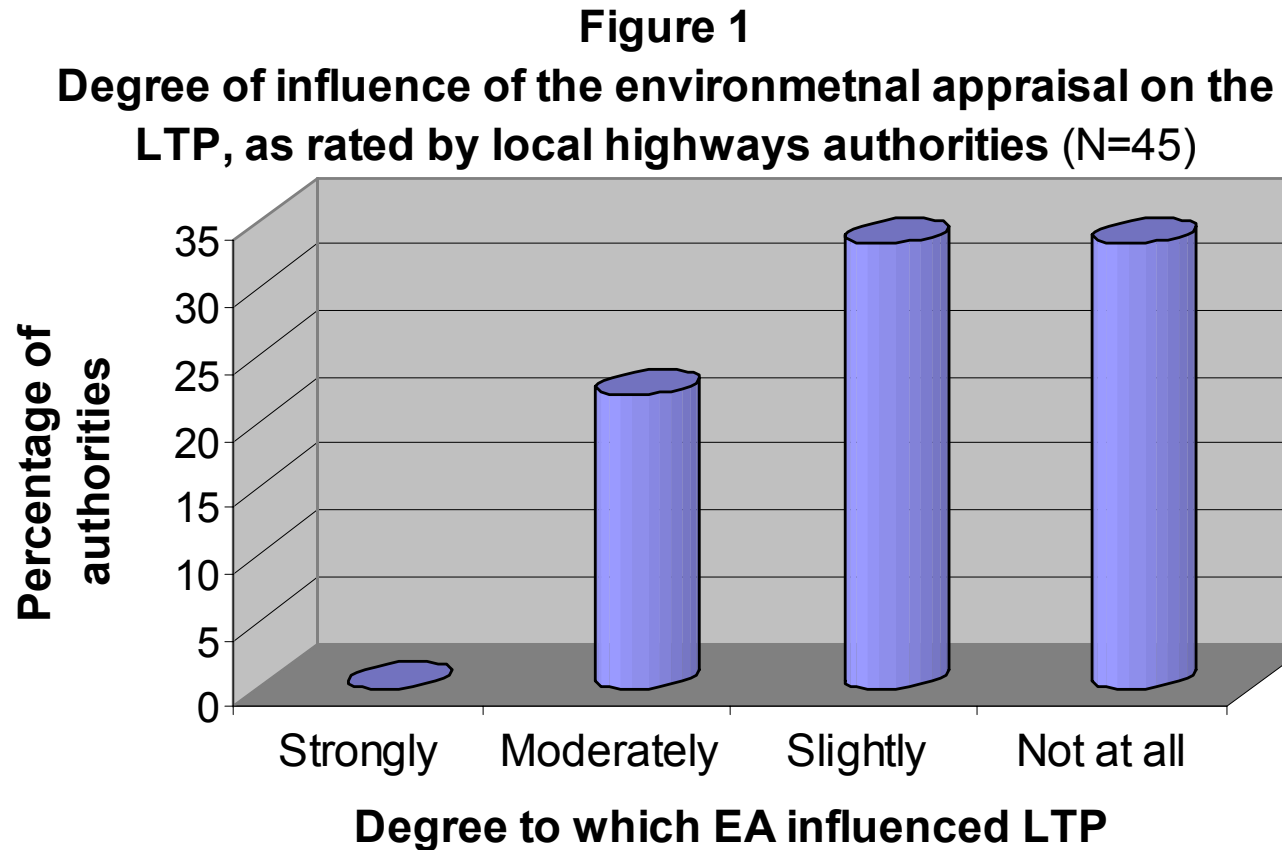
Research Undertaken for English Local Transport Plans (LTPs)

- Existing environmental appraisal practice and comparison with forthcoming requirements of Directive 2001/42/EC
 - ◆ Simplified NATA/GOMMMS appraisal
 - ◆ Which aspects already meet the requirements of the Directive, and which will have to be introduced?
- Suggestions for how to address challenges
- 3 stages of empirical data collection
 - ◆ Questionnaires (53% response rate)
 - ◆ Interviews (16)
 - ◆ Report contents reviews (17)

Some of the Challenges for Implementing Directive 2001/42/EC

- Taking the environmental report into account during plan preparation (Article 8)
 - ◆ Providing the right information at the right time
 - ◆ Enhancing or hindering plan development?
- Monitoring significant environmental effects of plan implementation (Article 10.1)
 - ◆ How to identify environmental effects & monitor at strategic level
 - ◆ How to determine 'significance'
- Ensuring the quality of environmental reports is such that they met the requirements of the Directive (Article 12.2)
 - ◆ Novel type of requirement for EU-level directive?
 - ◆ Systematic review and handling non-compliance

Influence of Environmental Appraisal on the LTP



Nature of the Influence

- Only 29 percent felt the appraisal had a positive influence.
- Over half (58 percent) rated the influence as neutral.
- No mention in LTP documentation of how environmental appraisal was taken into account.
- Consultation had greater influence than the appraisal.
- No real mechanism for appraisal to influence LTP?
- NATA/GOMMMS primarily designed to ensure consistency with overarching objectives for integrated transport.
- Despite the appraisal not having much influence:
“environmental principles were integral to the whole process of developing the LTP and the formal environmental appraisal was just one part of the overall process”

What Is Limiting the Influence of the Environmental Appraisal on the Plan?

Half the respondents identified the same 4 factors:

1. Lack of resources to undertake the environmental appraisal (60%)
2. The perception of environmental appraisal as an activity to fulfil a requirement, rather than as a process to make the LTP more environmentally sound (51%)
3. Lack of mechanism to link the environmental appraisal with LTP preparation (49%)
4. Lack of guidance on how to take environmental considerations into account in the LTP (47%)

The Extent of Environmental Monitoring

- No previous requirement to monitor environmental impacts, but authorities are required to monitor plan performance and report progress annually.

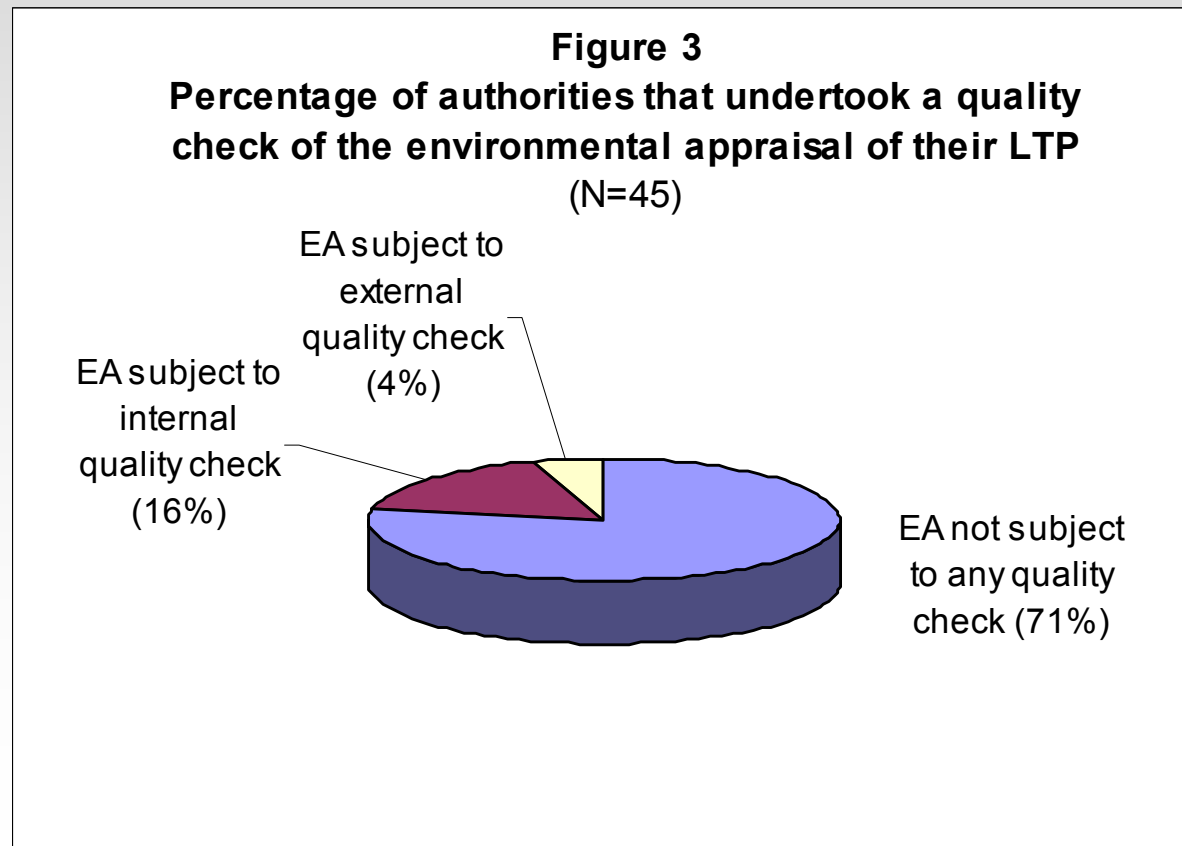
Impact type	Environmental impacts quantified	Environmental performance indicators	Environmental impact monitoring
Local air quality	67 %	53 %	76 %
Greenhouse gases	49 %	22 %	24 %
Noise	56 %	7 %	20 %
Other	31 %	2 %	4 %
None	27 %	44 %	22 %

How to Improve Environmental Monitoring Practice for LTPs

- Monitoring currently linked to performance rather than potential environmental impacts.
- Strong focus on local air quality due to statutory duty to undertake air quality review & assessment
- Mechanisms for improving environmental monitoring of LTPs, expressed by practitioners:
 1. Allocation of more financial resources for monitoring (76%)
 2. Availability of advice on how to assess impact significance (58%)
 3. More advice on how to determine which impacts require monitoring (53%)

Quality Control of LTP and Appraisal

- LTPs subject to a quality assessment by the DfT according to criteria set out in annex of guidance.
- No formal mechanism for quality control of environmental appraisal.



Quality of Environmental Report

- Extent and coverage of information provided in the existing LTP documentation examined through questionnaire and contents review of LTPs
- Findings grouped according to how the provision of information compares to the reporting requirements of the SEA Directive:
 - A. Information requirement is met in existing LTPs
 - B. Information is generally provided, but needs to be expanded or made more explicit
 - C. Issues for which general information has been provided, but where the information needs to be made more specific to the transport plan
 - D. Information requirements which are not met in existing documentation

A. Information requirements that are met in existing LTPs

- Non-technical summary of the environmental appraisal
 - ◆ Provided in the AST. However this is frequently the only information provided.
 - ◆ A summary of the LTP strategy is often provided by an executive summary.

B. Information is generally provided, but needs to be expanded or made more explicit

- An outline of individual LTP strategies
 - ◆ Generally spread throughout the document
- Description of the likely effects on the environment
 - ◆ AST provided but no evidence of underlying analyses
- Mitigation measures
 - ◆ Mitigation in the ‘traditional’ sense not mentioned
 - ◆ Some measures might be considered a form of ‘mitigation’ as they reduce potential problems?
- Existing environmental baseline
 - ◆ Provided mainly for local air quality
 - ◆ Some reference to e.g. noise assessments but little data actually provided

C. General information is provided but needs to be more plan-specific

- Other plans and programmes
 - ◆ Currently listed but their relevance to the LTP needs to be made more explicit
- Description of existing environmental problems
 - ◆ Currently generic descriptions of the environmental and human health problems associated with transport and road traffic
- Environmental protection objectives
 - ◆ Needs to be more explicit how these have been taken into account

D. Information which is not provided in existing documentation

- Description of future environmental baseline
- Environmental characteristics of areas likely to be significantly affected by the plan
 - ◆ Some information on environmental characteristics of local authority area, or reference to existing environmental protection designations
- Reasons for selecting the alternatives dealt with and a description of how they were assessed and compared in terms of environmental impact
- Monitoring of significant environmental impacts
 - ◆ Existing monitoring linked to measuring performance

How do Practitioners believe the Quality of the SEA Process and Documentation can be Ensured?

- Prescriptive guidance!
- Clear requirement and guidance as the most important driver
- “What gets measured gets done”

Key Challenges for Implementing Directive 2001/42/EC for English LTPs

- How to determine the environmental impacts of traffic management measures?

“The LTP required us to propose measures to improve facilities for buses, cycling, walking, disabled people etc with a presumption that these would be better for the environment than car use. The specific impact of each measure is pure guesswork and therefore complicated and expensive quantitative assessment of the impacts would not be justified.”
- Environmental appraisal had little influence on existing LTPs - how to avoid SEA becoming another tick-box exercise?
- LTPs are formal bidding documents for financial resources and authorities are concerned that SEA will reflect negatively on their plans