

LOCAL TRANSPORT PLAN 5 – STRATEGIC ENVIRONMENTAL ASSESSMENT

Brighton and Hove City Council

2025



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Job Number	Issue	Description	Originator	Checked	Authorised
10779	0.9	SEA	DB	MV	

File path: G:\Project Centre Brighton\Brighton\Project-BST\1000010779 - BHCC SEA
for LTP5\2 Project Delivery\5 WIP\SEA



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1 Non-Technical Summary

1.1 Introduction

1.1.1 This Non-Technical Summary provides an overview of the Strategic Environmental Assessment (SEA) for the draft transport policy 'Our City Transport Plan 2035'. This is the title of the fifth Local Transport Plan (hereafter referred to in this document as 'LTP5') produced by Brighton and Hove City Council (BHCC). The following sections of this Non-Technical Summary are comprised of the following:

- Description of the content, purpose and scope of the draft LTP5;
- Description of what an SEA is, its purpose and the SEA process and how it has been applied to the draft LTP5, including the SEA objectives and guide questions used in the assessment;
- Consideration of alternatives to the delivery of the LTP5;
- A summary presentation of the findings of the SEA of the draft LTP5; and
- Sets out the next steps in the SEA process including monitoring.

1.1.2 Under European legislation the Strategic Environmental Assessment (SEA) Directive (2001/42/EC) requires that responsible authorities ensure that due regard for environmental and sustainability impacts are comprehensively integrated when drawing up any plans.

1.1.3 The SEA Directive introduces the following requirements for an SEA:

- The findings of the SEA are published in an environmental report, which sets out the significant effects of the draft plan, in this case Brighton and Hove's fifth Local Transport Plan.
- Consultation is undertaken on the plan and the environmental report.
- The results of consultation are considered in decision-making relating to the adoption of the plan.
- Information on how the results of the SEA have been considered is made available to the public.

1.1.4 This environmental report builds on the SEA Scoping Report produced by BHCC.

1.2 What is the Brighton and Hove Local Transport Plan?

1.2.1 A local transport plan is a strategic document prepared by local transport authorities in the UK to outline their vision, objectives and proposals for transport related projects, schemes and improvements within their area.

1.2.2 The BHCC LTP5 is the council's over-arching transport policy for the coming decade, which sets out both a long-term strategy and a short-term programme of work to deliver specific schemes. The plan sets out an ambitious vision for getting around a cleaner, fairer and growing city. To achieve this, the LTP5 sets out five key challenges that will be addressed, these are as follows:



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- Enabling more people to live safer, healthier and more active lives
- Improving the flow of traffic on our roads
- Supporting the transition to low and zero emission vehicles
- Creating a transport network that is more inclusive
- Maintaining our roads and managing them as efficiently as possible

1.3 What is a Strategic Environmental Assessment?

1.3.1 A strategic environmental assessment is a process used to evaluate the potential environmental impacts of plans and/or policies before implementation. It is designed to ensure that environmental considerations are integrated into high-level decision making.

1.3.2 SEAs are required under the SEA Directive (2001/42/EC) in the UK, the process includes identifying, describing, and assessing the likely significant environmental effects of proposed actions, consulting with relevant authorities and the public, and incorporating findings into the final plan or programme.

1.3.3 The stages of an SEA are outlined below:

- Stage A – Setting the context and objectives, establishing the baseline and deciding on the scope
- Stage B – Developing and refining alternatives and assessing effects
- Stage C – Preparing the environmental report
- Stage D – Consulting on the draft plan and the environmental report
- Stage E – Monitoring the significant effects of implementing the plan or programme on the environment.

1.3.4 It is important to note that this environmental report will cover stages A, B and C of the above stages.

1.4 Coverage of the Environmental Report

1.4.1 The following items have been examined during the assessment and are set out in the environmental report:

- Scope of the SEA and SEA methodology
- Background information on Brighton and Hove's LTP5 and its main objectives
- The environmental baseline
- The SEA framework/SEA objectives
- The compatibility of LTP5 objectives with SEA objectives
- Development of alternative options for the LTP5
- Assessment of the environmental effect of the LTP5 and its alternatives
- Identification and analysis of environmental problems
- Monitoring measures



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1.5 Environmental context and baseline

1.5.1 An LTP is influenced by other relevant plans, programmes and strategies at international, national, regional and local levels. At international level, international agreements and EU directives establish requirements and guidance on issues such as sustainable development, climate change, biodiversity, habitats, water and air quality. There are also specific national plans, guidance and strategies on aspects such as transport, planning, climate change, air quality, biodiversity, the historic environment and sustainable development. At a local level, the *Brighton and Hove City Plan 2023 – 2027* and the *Accessible City Strategy* are key policy documents which influence the direction of the LTP5.

1.5.2 Key environmental objectives of these various plans and programmes have been considered in the assessment of the Brighton and Hove LTP5.

1.6 SEA framework

1.6.1 A SEA framework of objectives has been devised from the review of plans and programmes, analysis of baseline data and consideration of environmental issues within the Borough. This framework, which includes a series of environmental objectives, is used to assess the environmental effects of the LTP5.

1.6.2 The SEA Directive does not specifically require the use of objectives or indicators in the SEA, but objectives can usefully demonstrate how environmental effects can be described, analysed and compared. The SEA objectives include:

- Protect and enhance the environment and important landscapes in the local area;
- Create a city where people thrive;
- Protect and enhance soil quality;
- Protect and enhance water quality;
- Reduce transport related air and noise pollution;
- Reduce transport related emissions;
- Protect and enhance heritage assets and their settings; and
- Contribute towards an inclusive, accessible and fair city.

1.7 Consideration of alternatives for the LTP5

1.7.1 A key element of the SEA process is the consideration of alternative ways of delivering the plan so that an assessment can be made of the best environmental options to take forward. The aim of the exercise is to assess the variety of options available for implementing the draft LTP5 objectives. It also assisted decision making on the preferred options to prioritise, taking account of the potential environmental effects of the whole LTP5.

1.7.2 The alternatives set out in this report are as follows:

- Option 1 – Do nothing
- Option 2 – Mix of modal investment
- Option 3 – Stable investment levels
- Option 4 – Increasing investment in public, shared and active travel
- Option 5 – Increased investment focused on one travel mode

1.8 Summary of findings of the SEA for the LTP5

- 1.8.1 The assessments undertaken in the SEA find that the likely effect of the LTP5 on the proposed SEA topics are both minor positive and significant positive, with the exception of the effects on land, soil and waste and water resources and quality, which are unknown. The effects on historic environment are likely to be both positive and negative.
- 1.8.2 Of the alternative options set out in the document, it was found that 'Option 4 – increasing investment in public, shared and active travel' scored the highest against the SEA objectives, with mostly positive and significant positive scores. 'Option 1 – do nothing' scored the lowest of all the options, with mostly significant negative and minor negative scores.

1.9 Mitigation and monitoring

- 1.9.1 Monitoring helps to keep track of the actual environmental effects of implementing the Brighton and Hove LTP5. The LTP5 includes a programme to monitor delivery of the initiatives, including key performance indicators (KPIs) and baselines against LTP5 objectives. SEA monitoring is also proposed within the environmental report. KPIs have been set out, with targets set for each SEA objective. These measures are subject to on-going consultation and will be defined in more detail in the run up to publication of the SEA statement following adoption of the final LTP5.



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2 Introduction

2.1 Background

2.1.1 The geographical scope of this SEA is that of Brighton and Hove City Council's administrative area.

2.1.2 Brighton and Hove City Council (BHCC), like all local authorities in the UK, is required under the Transport Act 2008 to produce a local transport plan. The plans should include strategic objectives, a policy framework, an implementation plan and measures for monitoring and evaluation.

2.2 The SEA and the regulations

2.2.1 Under the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, Brighton and Hove City Council is required to undertake an assessment of the city's fifth Local Transport Plan (LTP5) to determine the likely significant environmental effects of the proposed objectives and initiatives set out therein.

What is an SEA?

2.2.2 In the SEA Directive, an environmental assessment is defined as 'the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision.'

2.2.3 The objective 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'.

2.2.4 Thus, a SEA ensures that environmental and sustainability implications of the LTP5 are adequately identified, addressed, mitigated, communicated to decision makers and monitored. The process also provides adequate opportunities to engage stakeholders, thus reducing the potential harm done to the environment.

2.2.5 Article B of the Directive 2001/42/EC requires the Environmental Report and the results of consultation to be considered during the decision-making process. To be effective, an SEA should be undertaken as an iterative process and should be fully integrated into the plan-making process.



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2.3 Scope of the SEA

2.3.1 The SEA Directive provides an indicative list of issues/topics that should be considered when looking at the environmental impacts of the LTP5. These include:

- Biodiversity, fauna and flora;
- Population and human health;
- Air;
- Soil;
- Water;
- Climatic factors;
- Material assets;
- Cultural heritage; and
- Landscape.

2.3.2 The SEA Directive requires that efforts are focussed on significant environmental impacts of the LTP5. The Environmental Report is not intended to cover all impacts or environmental issues. The Environmental Report is not meant as a replacement for any Council reports that publish data, targets or monitoring information. In addition, the Environmental Report is not designed to carry out an Environmental Impact Assessment of individual proposals, policies or programmes. It is a strategic assessment of potential significant impacts of the LTP5.

2.3.3 The SEA is restricted to the geographical area of the LTP5, in this case, the Brighton and Hove City Council area. The SEA will also cover the same period as the LTP5, which is from 2025 until 2035.

2.4 Draft Local Transport Plan 5

2.4.1 The BHCC LTP5 is the council's over-arching transport policy for the coming decade, which sets out both a long-term strategy and a short-term programme of work to deliver specific schemes. The plan sets out an ambitious vision for getting around a cleaner, fairer and growing city. To achieve this, the LTP5 sets out five key challenges that will be addressed, these are as follows:

- Enabling more people to live safer, healthier and more active lives;
- Improving the flow of traffic on our roads;
- Supporting the transition to low and zero emission vehicles;
- Creating a transport network that is more inclusive; and
- Maintaining our roads and managing them as efficiently as possible

2.4.2 To address the above challenges, objectives have been set within the LTP5, each aiming to address one or more of the challenges. The LTP5 objectives can be found below.

- Increase public transport use;
- Enable the uptake and use of low and zero emission vehicles;



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- Deliver a safe, inclusive and integrated transport system;
- Create well-maintained streets and pavements;
- Provide active travel choices for all and excellent public spaces; and
- Promote and use technology to reduce and manage travel

2.4.3 The capital programme of work for 2025/26 can be found in Table 2.1 overleaf.

Table 2.1 - BHCC capital programme of work for 2025/26

Primary Objective	Project / Scheme	Description	Funding allocations 2025/26 (£000s)
Increase public transport use	BSIP funded bus lanes, bus priority and accessibility, subsidies for fares and routes.	A259 Marine Parade & A23 Patcham bus lanes, Queens Road and Western Road Red Routes, provision of socially necessary bus routes and targeted fare subsidies, mobility hub feasibility, accessible bus stops and passenger information.	£9,280
Enable the uptake and use of low and zero emission vehicles	EV charge points	On street EV charge-points for residents, taxis and businesses	£903
Deliver a safe, inclusive and integrated transport system	Improving accessibility	Dropped kerbs accessibility programme and delivering the Public Right of Way improvement Plan	£200
	Improving accessible cycling	Bike hire facilities and cycle parking developments	£125
	Improving safety	Safer Better Streets, School Streets, School Travel Plan Measures and Collision Reduction	£415
Create well-maintained streets and pavements	Carriageway maintenance	Renewals and an ongoing Seek and Fix programme	£3,950
	Pavement maintenance	Renewals and an ongoing Seek and Fix programme	£628
	Drainage, structures and lighting maintenance	Covering gullies, pipes, retaining walls, historic lamp-columns, in-fill works on major roads and maintaining accurate asset data	£555
Provide active travel choices for all and excellent public spaces	Supporting active and inclusive travel	Delivering our LCWIP – including the A23 & A259 active travel schemes	£1,200
	Delivering major schemes	Valley Gardens Phase 3 (match funding)	£728
Deliver a safe, inclusive and integrated transport system Create well-maintained streets and pavements Provide active travel choices for all and excellent public spaces	Delivering major schemes	Project Management Support and delivery of Section 106 (developer contributions secured through planning) sustainable transport schemes.	£415
Promote and use technology to reduce and manage travel	Traffic signals	Refurbishment of signalised crossings/junctions	£150
Grand Totals			£18,549

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3 SEA Methodology

3.1 Introduction

- 3.1.1 This section outlines the methodology employed in producing the SEA. The section will include the stages of the SEA process, including the approach taken at each stage. The section will also include the relationship between the LTP5 and SEA, showing links between the work stages of each document.

3.2 SEA process

- 3.2.1 The SEA process is completed during the preparation of plans and strategies, in this case a local transport plan. The role is to promote sustainability through the assessment of the extent to which objectives and plans will contribute to achieve social and environmental objectives.
- 3.2.2 The SEA process can be split into five stages. This document will address stages A-C, which can be found in Table 3.1 overleaf.

Table 3.1 - Stages of the SEA process

Stage	Description	Approach
Stage A	Identify other relevant plans, programmes and environmental protection objectives	At inception liaise with BHCC to collect all necessary documents that relate to LTP5.
	Collecting baseline information	Undertake holistic document review of available data, including existing local, regional and national policy.
	Identifying environmental problems	Appraise the LTP5 objectives, delivery plans and targets against a range of themes to identify their impact from significant positive effect through to significant negative effect, including uncertainties, minor positive and negative effect and neutral effect.
	Develop SEA objectives	Working with BHCC develop SEA objectives based around the LTP5 objectives
	Consulting on the scope of SEA	Given the timescales there is no allowance for consultation within our scope
Stage B	Testing the plan or programme objectives against the SEA objectives	Prepare a matrix to identify synergies across the SEA and LTP5 objectives. From the objective setting in Stage A and BHCC's work to date on the LTP5.
	Developing strategic alternatives	These will be at a strategic level in keeping with the status of the SEA. We envisage this will include high level themes in line with SEA Regulations. • Do nothing • Mix of modal investment • Stable investment levels • Increasing investment in public, shared and active travel • Increased investment focused on one travel mode
	Predicting the effects of the plan or programme, including alternatives	The impacts will be assessed and presented in a table to clearly show the type and level of impact.
	Consider ways to mitigate adverse effects	For the significant negative impacts, a series of potential mitigation measures will be proposed and discussed with the BHCC team.
	Proposing measures to monitor the environmental effects of the plan or programme implementation	Develop a mechanism for monitoring the performance of the LTP5 over time. We will consider and cross reference existing programmes of work already undertaken by BHCC and regionally so as to minimise extra burden on the council
Stage C	Preparing the Environmental Report	Prepare a report that can be used for consultation in the next stages.



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3.3 SEA and LTP5 relationship

- 3.3.1 The Environmental Assessment of Plans and Programmes Regulations 2004 states that the authority preparing a plan for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use shall carry out or secure the carrying out of an environmental assessment.¹
- 3.3.2 The environmental report explains the likely significant environmental impacts of the LTP5 objectives, strategy, the alternatives considered, and the mitigation measures proposed. It demonstrates compliance with the SEA regulations and will accompany the draft LTP5.
- 3.3.3 Table 3.2 below indicates the main work component stages for the preparation of the Brighton and Hove City LTP5, and the link with the SEA stages.

Table 3.2 - LTP5 and SEA process stages and links

LTP5 Stage	SEA Stage
Determining the scope of LTP5; clarifying goals; specifying the problems or challenges	A: - Identify relevant plans, programmes and environmental objectives. - Collecting baseline information - Identifying environmental problems - Develop SEA objectives - Consulting on the scope of SEA
Generating options to resolve these challenges; appraising the options and predicting their effects. Selecting preferred options for LTP5 and deciding priorities.	B: - Testing the LTP5 objectives against the SEA objectives - Developing strategic alternatives - Predicting the effects of the LTP5, including alternatives - Consider ways to mitigate adverse effects - Proposing monitoring measures
Production of the draft LTP5	C: Preparing the environmental report

¹ [The Environmental Assessment of Plans and Programmes Regulations 2004](#)



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3.4 SEA Key and Guide

3.4.1 Table 3.3 below sets out the SEA key and guide for the assessment of significance. For each effect that is identified, a score will be given using the framework set out below. This will be done using expert judgement, and by reviewing the evidence available.

Table 3.3 -SEA key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/plan contributes significantly to the achievement of the proposed objectives
+	Minor positive effect	The proposed measure/plan contributes to the achievement of the proposed objectives
-	Minor negative effect	The proposed measure/plan detracts from the achievement of the proposed objectives
--	Significant negative effect	The proposed measure/plan detracts significantly from the achievement of the proposed objectives
+/-	Minor positive and negative effect	The proposed measure/plan has the potential for both a minor positive and negative effect
?	Uncertain effect	The proposed measure/plan has an uncertain relationship to the proposed objectives and/or insufficient information is available to enable an appraisal
0	Neutral effect	The proposed measure/plan does not have any effect on the achievement of the proposed objectives

4 Review of Relevant Policies

- 4.1 National, regional and local policies
- 4.1.1 Both the LTP5 and the SEA should be set in the context of national, regional and local policies, to ensure compliance with targets and objectives related to planning, transport, health and sustainability.
- 4.1.2 Figure 4.1 below sets out the policies and guidance document that were reviewed and considered as part of the SEA.
- 4.1.3 A more in-depth review of relevant policies can be found in Appendix A of the associated scoping report.



Figure 4.1 - Policy and guidance reviewed and considered for the SEA



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5 Environmental Baseline

5.1 Introduction

5.1.1 Environmental baseline information has been gathered as part of an SEA Scoping Report. Within the report, legislation, policy, datasets and trends have been reviewed, baseline data has been compiled, HRA sites that may be affected have been identified, an SEA assessment framework was set out and stakeholders have been identified.

5.1.2 This section of the SEA report will provide a brief overview of the key information from the scoping report, namely, the SEA topics and the assessment framework.

5.2 SEA Topics

5.2.1 It should be noted that the SEA regulations consider only the environmental effects of a plan, this SEA will consider the wider impacts associated with the LTP5. Although the requirements of SEA regulations are specific, a joint appraisal will be undertaken which includes both sets of requirements/topics.

5.2.2 The baseline evidence that has been compiled as part of the scoping report has been split into eight sections, which aim to cover various sustainability issues. However, there are many issues which are similar and crossover, Table 5.1 below shows the relationship between the topic chapters and how the requirements of the SEA Regulations have been met.

Table 5.1 - The relationship between topic chapters and the SEA Regulations

Topic Chapter	SEA Regulations
Natural Environment and Landscape	Biodiversity, fauna, flora, landscape
Population, Health and Wellbeing	Population, human health
Land, Soil and Waste	Soil, Material assets
Water Resources and Quality	Water
Air Quality and Noise	Air
Climate Change, Flooding and Coastal Change	Climatic factors
Historic Environment	Cultural heritage
Social and Cultural Infrastructure	

5.3 SEA Objectives

For each SEA topic (see above), SEA objectives have been set out, as well as key questions that will be used to inform the assessments that will be undertaken within this SEA report. SEA objectives and key questions can be found in Table 5.2.



Table 5.2 - SEA objectives and key questions

SEA Topic	SEA Objectives	Key Questions – Will our City Transport Plan 2035...
Natural Environment and Landscape	Protect and enhance the environment and important landscapes in the local area	• Affect sites designated for nature conservation? • Affect habitats or species of flora and fauna? • Affect important landscapes? • Provide opportunities to enhance the landscape or natural environment?
Population, Health and Wellbeing	Create a city where people thrive	• Affect people's ability to access active transport? • Affect people's safety?
Land, Soil and Waste	Protect and enhance soil quality	• Affect pollution run-off from roads? • Cause any loss of land or soil (from construction) • Provide opportunities to improve the land or soil?
Water Resources and quality	Protect and enhance water quality	• Affect pollution run-off from roads?
Air Quality and Noise	Reduce transport related air and noise pollution	• Affect emissions of air pollutants that impact human health? • Affect noise generated by the road and rail network?
Climate Change, Flooding and Coastal Change	Reduce transport related emissions and	• Affect carbon emissions from use of the road network? • Impact flooding from surface or ground water?
Historic Environment	Protect and enhance heritage assets and their settings	• Affect designated heritage assets? • Affect the setting of conservation areas?
Social and Cultural Infrastructure	Contribute towards an inclusive, accessible and fair city.	• Improve access to services for those with protected characteristics and at risk of transport related social exclusion?



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6 Environmental Effects Assessment

6.1 Identification and analysis of environmental problems

- 6.1.1 The SEA Directive requires that environmental problems are identified and analysed within the Environmental Report. In this section of the report, both environmental problems and opportunities have been identified, considering the baselines set out in the scoping report, and the LTP5. Table 6.1 overleaf shows this.

Table 6.1 - Identification and analysis of environmental problems and opportunities

SEA Topic	Likely Effect	Problem	Opportunities	Project/Scheme?
Natural Environment and Landscape	+	Loss of trees	The LTP5 includes plans to review the streetscene guidance to standardise the approach to providing street trees. Work has already been undertaken since the last LTP5 to ensure more planting is done, for example, Western Road	Valley Gardens Phase 3 – planting of additional trees and landscaping
	+	Transport related impacts on biodiversity	The LTP5 prioritises the use of alternative modes of transport, including public transport, active travel modes, and low and zero carbon modes.	BSIP funded bus lanes, bus priority and accessibility subsidies for fares and routes (see Table 2.1)
Population, Health and Wellbeing	++	Road safety: road traffic casualties	- The LTP5 states that a new Road Safety Action Plan that will set out targets on reducing casualties on roads. - The plan also states that the delivery of better infrastructure for active travel could improve the feeling of safety	School streets, Safer Better Streets, School Travel Plan Measures (see Table 2.1)



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Land, Soil and Waste	++	Accessibility: exclusion of people with mobility impairment or those living in deprived areas	• Funding will be dedicated to a rolling programme of accessibility improvements. This includes accessibility for pedestrians when crossing roads, for example. • The LTP5 includes plans for improvements to bus accessibility	• Dropped kerb accessibility programme (see Table 2.1)
	+	Community severance: high road traffic volume, HGV volume, transport related infrastructure	• The LTP5 states that improving congestion and journey times for all road users through mobility hubs is a major objective.	• Valley Gardens Phase 3 – simplifying the road layout for motorists, introduction of signalised junctions
	+	Security: crime and fear of crime	• The LTP5 aims to create attractive public spaces that are safe and easy to get around by active travel.	• Valley Gardens Phase 3 – improvements to lighting and active travel infrastructure
	?	Contamination through land-based transport	• It is unknown the effects that the LTP5 will have on Land, Soil and Waste. There is no evidence to suggest that there will be a positive or negative effect	



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Water Resources and quality	?	Ground water contamination through land-based transport	It is unknown the effects that the LTP5 will have on Water Resources and quality. There is no evidence to suggest that there will be a positive or negative effect	
Air Quality and Noise	++	Reduced air quality: increasing road traffic volume congestion, CO ₂ and NO ₂ .	The LTP5 states that measures will be implemented to improve the air quality in the area, for example, EVs, car clubs, and an emphasis on the transition to low and zero emission vehicles	Valley Gardens Phase 3 – improvements to active travel infrastructure e.g. cycle lanes, pedestrian crossings
Climate Change, Flooding and Coastal Change	++	Extreme weather conditions: increasing risk of flooding, disruption to the transport network, deterioration of road network.	The LTP5 promotes the transition to low and zero emission vehicles, as well as other alternatives to reduce the impact of the transport network on climate change. In addition, ongoing programmes include measures to improve drainage structures to reduce the risk of flooding	A strong focus on Sustainable Urban Drainage System (SUDS) as well as the addition of greening and trees to reduce impermeable areas on streets
Historic Environment	+/-	Damage and/or contamination to heritage sites	The LTP5 makes reference to projects/schemes that will maintain historic structures such as lamp columns, however, information on this topic is limited in the	- Reconstruction of the seafront Victorian arches – A259 - Madeira Terrace



		and their settings	LTP5	restoration
Social and Cultural Infrastructure	+	Air quality damage to cultural and social infrastructure. Creation of a socially excluding transport network	• The LTP5 puts emphasis on creating a transport network that is more inclusive, with an analysis of bus services being commissioned to understand how to improve areas at risk of social exclusion. • An emphasis is also put on the delivery of accessible and sustainable transport infrastructure throughout the BHCC area.	• BSIP funded bus lanes, bus priority and accessibility subsidies for fares and routes (see Table 2.1)



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7 Assessment of the LTP5 Objectives

7.1 Assessment of the environmental effects

- 7.1.1 The SEA Directive and Regulations require that the Council assesses the environmental effects of Brighton and Hove's fifth Local Transport Plan. This section first assesses the relationship between the LTP5 objectives and the SEA objectives. It then continues to assess alternative options, namely, do nothing, mix of modal investment, stable investment levels, increasing investment in public, shared and active travel, and increased investment focused on one travel mode.
- 7.1.2 Table 7.1 assesses the relationship between BHCC's LTP5 objectives and the SEA objectives set out previously in this report. 'X' indicates a positive relationship between the SEA objective and the LTP5 objective. A blank space indicates there is no clear relationship.

7.2 Identifying alternatives

- 7.2.1 A necessary part of the SEA process is to look at alternative methods of achieving the objectives of the LTP5 for BHCC. Table 7.3 sets out the SEA objectives and the proposed alternatives. These are then scored using the matrix used previously, shown in Table 3.3.



	SEA OBJECTIVES							
LTP5 OBJECTIVES	Protect and enhance the environment and important landscapes in the local area	Create a city where people thrive	Protect and enhance soil quality	Protect and enhance water quality	Reduce transport related air and noise pollution	Reduce transport related emissions	Protect and enhance heritage assets and their settings	Contribute towards an inclusive, accessible and fair city.
Increase public transport use		X			X	X		X
Enable the uptake and use of low and zero emission vehicles	X	X	X	X	X	X	X	X
Deliver a safe, inclusive and integrated transport system		X			X	X		X
Create well-maintained streets and pavements	X	X	X	X	X		X	X



Provide active travel choices for all and excellent public spaces		X			X	X		X
Promote and use technology to reduce and manage travel		X			X	X		X

Table 7.1 - Relationship between LTP5 objectives and SEA objectives



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- 7.2.2 As shown in Table 7.1 above, several crossovers are present in the relationship between the LTP5 objectives and SEA objectives. All of the LTP5 objectives have a positive relationship with the following SEA objectives:
- Create a city where people thrive
 - Contribute towards an inclusive, accessible and fair city
- 7.2.3 The SEA objectives with the least number of crossovers with the LTP5 objectives are as follows:
- Protect and enhance soil quality
 - Protect and enhance water quality
 - Protect and enhance the environment and important landscapes in the local area
 - Protect and enhance heritage assets and their settings
- 7.2.4 This is due to many of the factors that may affect these objectives depend on the type of project or scheme as well as the geography of future projects or schemes.

7.3 Summary and Assessment of Alternative Options

Table 7.2 - Alternative options with descriptions and comments on the LTP5

Option	Description	Comment
Do nothing	No investment in sustainable travel modes	Not aligned with the LTP5 vision for getting around a cleaner, fairer and growing city.
Mix of modal investment	A mix of measures in the LTP5, but the majority of spend would be on highway schemes. This would likely lead to the reduction in the investment spent on sustainable transport	- Risk of not demonstrating a package of multi modal measures that may be needed to secure funding or investment. - Does not support the vision of the LTP5, likely to result in the reduction of investment in sustainable transport projects.
Stable investment levels	A mix of highway, cycle and public transport projects and schemes	- Contributes to the vision and objectives of the LTP5. - External influences may impact the investment levels for local transport projects/schemes.
Increasing investment in public, shared and active travel	Increased focus on active travel and public transport	- Contributes to the LTP5 vision and objectives. - Contributes towards reducing carbon through promoting sustainable travel. - Aligns well with plans already set out in the LTP5 such as the move towards low and zero emissions modes.
Increased investment focused on one travel mode	LTP5 investment focused on a single mode choice. For example, investment mainly focused on active travel.	- This option would support multiple objectives set out in the LTP5 but is not likely to support on all. For example, increased investment on active travel will have a positive effect on the uptake of zero and low emission vehicles, however, may have a negative effect on the increase of public transport use. - Mode choice ultimately depends on location and journey, so this approach is unlikely to be suitable for the LTP5.



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Table 7.3 - Assessment of alternative options against the SEA objectives

SEA Objective	Option 1 – Do nothing	Option 2 – Mix of modal investment	Option 3 – Stable investment levels	Option 4 – Increasing investment in public, shared and active travel	Option 5 – Increased investment focused on one travel mode
Protect and enhance the environment and important landscapes in the local area	-	+/-	+	+	+/-
Create a city where people thrive	--	+	+	++	+/-
Protect and enhance soil quality	?	?	?	?	?
Protect and enhance water quality	?	?	?	?	?
Reduce transport related air and noise pollution	--	-	+/-	++	+/-
Reduce transport related emissions	--	-	+/-	++	+/-
Protect and enhance heritage assets and their settings	-	+/-	0	0	0



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**Contribute towards an inclusive,
accessible and fair city.**

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+

+

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+/-



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8 Monitoring

8.1 The purpose of monitoring

8.1.1 Under the SEA Directive, there is a statutory requirement to monitor the environmental impacts of the implementation of the LTP5. The LTP5 must therefore be monitored and reported to comply with the Directive as well as to continue to identify problems and issues that need resolving.

8.1.2 Monitoring is the systematic measurement of a parameter in terms of magnitude, time and space. Monitoring is not limited to quantitative or technological measurements and may include qualitative issues such as human health or landscape quality.

8.1.3 Questions that can be answered through the monitoring of the plan are:

- Is the plan contributing to the desired environmental objectives and targets?
- Is the plan performing as well as expected?
- Are mitigating measures performing as well as expected?
- Are there any undesirable environmental effects? Are these within acceptable limits, or is remedial action required?

8.1.4 This process is beneficial to the LTP5 as it allows any significant environmental effects of the plan's implementation to be identified and dealt with early in the planning process. It also allows the actual effects of the LTP5 to be assessed against those predicted in the SEA and can provide baseline information for future plans.

8.2 Monitoring for the SEA

8.2.1 To monitor the SEA, targets key performance indicators will be set out for each of the SEA objectives, with targets also being set for each objective. This will provide a baseline for the implementation of the LTP5 to be monitored and assessed throughout the planning process. Table 8.1 overleaf shows this.

Table 8.1 - Key performance indicators and monitoring targets for the SEA

SEA Objective	Key Performance Indicators	Target
Protect and enhance the environment and important landscapes in the local area	• Number of transport infrastructure projects/schemes granted contrary to advice from Natural England	• None
Create a city where people thrive	• Bus passenger statistics, number of elderly and disabled people on local bus services • Walking and cycling statistics, number of people walking and cycling to commute, for example	• Aim to maintain or increase
Protect and enhance soil quality	• None	• None
Protect and enhance water quality	• None	• None
Reduce transport related air and noise pollution	• Number of transport infrastructure projects/schemes granted contrary to advice from the Environmental Agency. • Air quality and noise monitoring, particularly in current areas of concern	• Aim to reduce or maintain
Reduce transport related emissions	• Air quality monitoring	• Aim to reduce or maintain
Protect and enhance heritage assets and their settings	• Number of transport infrastructure projects/schemes granted contrary to advice from Historic England	• None
Contribute towards an inclusive, accessible and fair city.	• Bus passenger statistics, number of elderly and disabled people on local public transport services • Walking and cycling statistics, number of people walking and cycling to commute, for example. Including people of all ages and people with disabilities.	• Aim to maintain or increase



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9 Next Steps

9.1 Consultation on draft LTP5 and SEA

- 9.1.1 The SEA Regulations set specific requirements for consultation with the statutory consultees, the public and other interested parties and require that the environmental report is made available for consultation alongside the draft LTP5.
- 9.1.2 This environmental report will be made available for wider public consultation during the public consultation held in summer 2025. Both the environmental report and the draft LTP5 will be available on the Council's consultation platform, Your Voice.

9.2 SEA statement

- 9.2.1 When the LTP5 is adopted, it will be accompanied by an SEA post adoption statement. The SEA statement will provide the following information:
 - How environmental considerations have been integrated into the plan;
 - How the environmental report has been considered in the LTP5's development;
 - How opinions expressed in relation to the consultations on the LTP5 and the environmental report have been considered;
 - The reasons for choosing the LTP5 as adopted, in the light of the other reasonable alternatives dealt with; and
 - The measures to be taken to monitor any possible significant environmental effects of the implementation of the LTP5.

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.





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