



A Better Connected Essex: Local Transport Plan 4 (LTP4)

Integrated Sustainability Appraisal (ISA): Non Technical Summary

July 2025





About us

Place Services is a leading public sector provider of environmental assessment, planning, design and management services. Our combination of specialist skills and experience means that we are uniquely qualified to help public organisations meet the requirements of the planning process, create practical design solutions and deliver environmental stewardship.

Place Services has a proven track record of delivering sustainable, creative and effective solutions for the built environment. Our in-house expertise comprises a multidisciplinary team which includes planners, urban designers, landscape architects, flood specialists and public art consultants. Our approach is client led; we work alongside our clients to deliver services, projects and planning objectives in a collaborative and cost effective way.

Copyright

This report may contain material that is non-Place Services copyright (e.g. Ordnance Survey, British Geological Survey, Historic England), or the intellectual property of third parties, which Place Services is able to provide for limited reproduction under the terms of our own copyright licences or permissions, but for which copyright itself is not transferable by Place Services. Users of this report remain bound by the conditions of the Copyright, Designs and Patents Act 1988 with regard to multiple copying and electronic dissemination of the report.

Disclaimer

The material contained in this report was designed as an integral part of a report to an individual client and was prepared solely for the benefit of that client. The material contained in this report does not necessarily stand on its own and is not intended to nor should it be relied upon by a third party. To the fullest extent permitted by law Place Services will not be liable by reason of breach of contract, negligence, or otherwise for any loss or damage (whether direct, indirect or consequential) occasioned to any person acting or omitting to act or refraining from acting in reliance upon the material contained in the report. Loss or damage as referred to above shall be deemed to include, but is not limited to, any loss of profits or anticipated loss of profits damage to reputation or goodwill, loss of business, or anticipated loss of business, damages, costs, expense incurred or payable to any third party (in all cases whether direct, indirect or consequential) or any other direct, indirect or consequential loss or damage.

Contents

1. Introduction	10
2. Key Issues and ISA Objectives	14
3. The Approach to Assessing the LTP	19
4. The Effects of the Local Transport Plan	20
5. Next Steps	27



List of Tables

Table 1: Key Sustainability Issues15

Table 2: The ISA Objectives17

Glossary

Term (abbreviation)	Definition
Appropriate Assessment (AA)	The process and documentation associated with the statutory requirement under the EU Appropriate Assessment Habitats and Species Directive.
Best and Most Versatile Agricultural Land	Land identified by the Department for Environment, Food and Rural Affairs (Defra) as falling within classification grades 1, 2 or 3a, based on the physical characteristics of the land and the limits these impose upon its agricultural uses.
Blue Infrastructure	Blue landscape elements are linked to water. Examples include pools, ponds and pond systems, artificial buffer basins, Sustainable Drainage Systems and water courses.
Development Plan	A document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act.
Environment Agency (EA)	A body that aims to prevent or minimise the effects of pollution on the environment and issues permits to monitor and control activities that handle or produce waste. It also provides up-to-date information on waste management and deals with other matters such as water issues, including flood protection advice.
Historic England (HE)	Advisors with responsibility for all aspects of protecting and promoting the historic environment. Historic England is responsible for advising the government on the listing of historic assets.
Environmental Impact Assessment (EIA) and Environmental Statement (ES)	Applicants for certain types of development, usually more significant schemes, are required to submit an environmental statement accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be mitigated.

Term (abbreviation)	Definition
Green Infrastructure (GI)	Green infrastructure includes parks, open spaces, playing fields, woodlands and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils. It can include rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure.'
Groundwater	An important part of the natural water cycle present underground, within strata known as aquifers.
Habitats Regulation Assessment (HRA)	The assessment of the impacts of implementing a plan or policy on a Habitats site. It considers the impacts of a land use plan or project against the conservation objectives of the site and ascertains whether any impacts would adversely affect the integrity of them.
Habitats Site	As per the NPPF, any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.
Local Plan	A Development Plan Document prepared by district and other local planning authorities on matters of planning policy, housing and employment growth (and also minerals and waste planning), to guide development in their administrative area.
Local Planning Authority (LPA)	The local authority or council that is empowered by law to exercise planning functions. Often the local borough/ district/ city council. County councils are the authority for waste and minerals matters.
Local Transport Plan (LTP)	A statutory development plan prepared by a local transport authority setting out policies for the development of transport infrastructure within their administrative area and remit.
National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)	Sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Term (abbreviation)	Definition
Natural Capital	Natural capital is another term for the stock of renewable and non-renewable resources (e.g. plants, animals, air, water, soils, minerals) that combine to yield a flow of benefits to people.
Natural England (NE)	Body formed by bringing together English Nature, the landscape, access and recreation elements of the Countryside Agency and the environmental land management functions of the Rural Development Service.
Special Area Of Conservation (SAC)	A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.
Statutory	Required by law (statute), usually through an Act of Parliament.
Strategic Environmental Assessment (SEA) & Sustainability Appraisal (SA)	SEAs integrate environmental considerations into the preparation and adoption of plans and programmes. They are required by the European Directive 2000/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (the SEA Strategic Environmental Assessment Directive). Government guidance considers that it is possible to satisfy the requirements for Sustainability Appraisal (SA) and SEA through a single approach provided that the requirements of the SEA Directive are met. The environmental, economic and social effects of the plan are presented in the form of an iterative Environmental Report which informs each consultation stage of the Local Transport Plan’s development.
Traffic Assessment (TA)	The Local Validation Checklist states that a Transport Assessment (TA) is to be required where there is likely to be a significant amount of traffic generated. This is defined as generating in excess of 50pcu (passenger car units (PCU’s)) in the peak hour. PCU’s are a Traffic Assessment calculation of all types of vehicles as car equivalents: an HGV is 2 car units. A TA forms part of an Environmental Statement submitted with most applications requiring Environmental Impact Assessment (EIA). However smaller developments not requiring an EIA do not submit a TA.
Traffic Statement (TS)	A short, straightforward document, dealing with impacts on the transport network accompanying planning applications without providing detailed capacity assessments. A TS is required by the new validation checklists (June 2008) for all development that fall



Term (abbreviation)	Definition
	beneath the threshold for a TA but still have some form of material impact on the highway.

1. Introduction

1.1 Background

On behalf of Essex County Council (ECC), Place Services has been commissioned to undertake an independent Integrated Sustainability Appraisal (ISA) for the Essex Local Transport Plan. The ISA incorporates the requirements of Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA). A Habitats Regulations Assessment (HRA) will be undertaken in conjunction with this ISA but presented separately.

1.2 The Local Transport Plan (LTP)

The Local Transport Plan (LTP) sets out the local transport authority's vision for transport in Essex covering the next 25 years to 2050. The LTP sets the strategy as to how the authority will deliver their objectives.

The Plan provides both a long-term plan for transport in Essex and make recommendations for short, medium and long-term transport improvements. The Plan sets out how the local transport authority propose to connect Essex's existing and future communities to enable residents to travel to where they want to go and allow local businesses to trade effectively. The Plan also sets out how the authority propose to create more sustainable places and communities; providing essential policy direction to inform our local planning authorities' Local Plans for growth and development.

1.3 The Requirement for an Integrated Sustainability Appraisal

1.3.1 Legislative requirements – SA and SEA

The legislative requirement for the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) elements of the ISA emanates from a high level national and international commitment to sustainable development. SA examines the effects of proposed plans and programmes in a wide context, taking into account economic, social and environmental considerations in order to promote sustainable development. It is mandatory for Local Plans to undergo a Sustainability Appraisal.

1.3.2 Legislative requirements – HIA

There is no statutory duty in place to undertake a Health Impact Assessment (HIA) as part of undertaking a Local Plan, however the schemes identified within the Local Transport Plan may have the potential to impact on health, which could be a cause for concern amongst members of the public. HIA can have a strong role in the plan-making process, as well as for individual projects that emanate from the Plan.

1.3.3 Legislative requirements – EqIA

An Equality Impact Assessment (EqIA) is an assessment designed to assist authorities to ensure that policies are fair and do not present barriers to participation or disadvantage any protected groups from participation. EqIA is an evidence-led process of assessment, and consultation with key groups is crucial to ensuring that equality duties are met. At this stage of the LTP4 and the ISA processes, no consultation has formally been undertaken. It is therefore considered that this ISA Report be updated post-consultation however at this stage the main Interim ISA Report includes a provisional assessment.

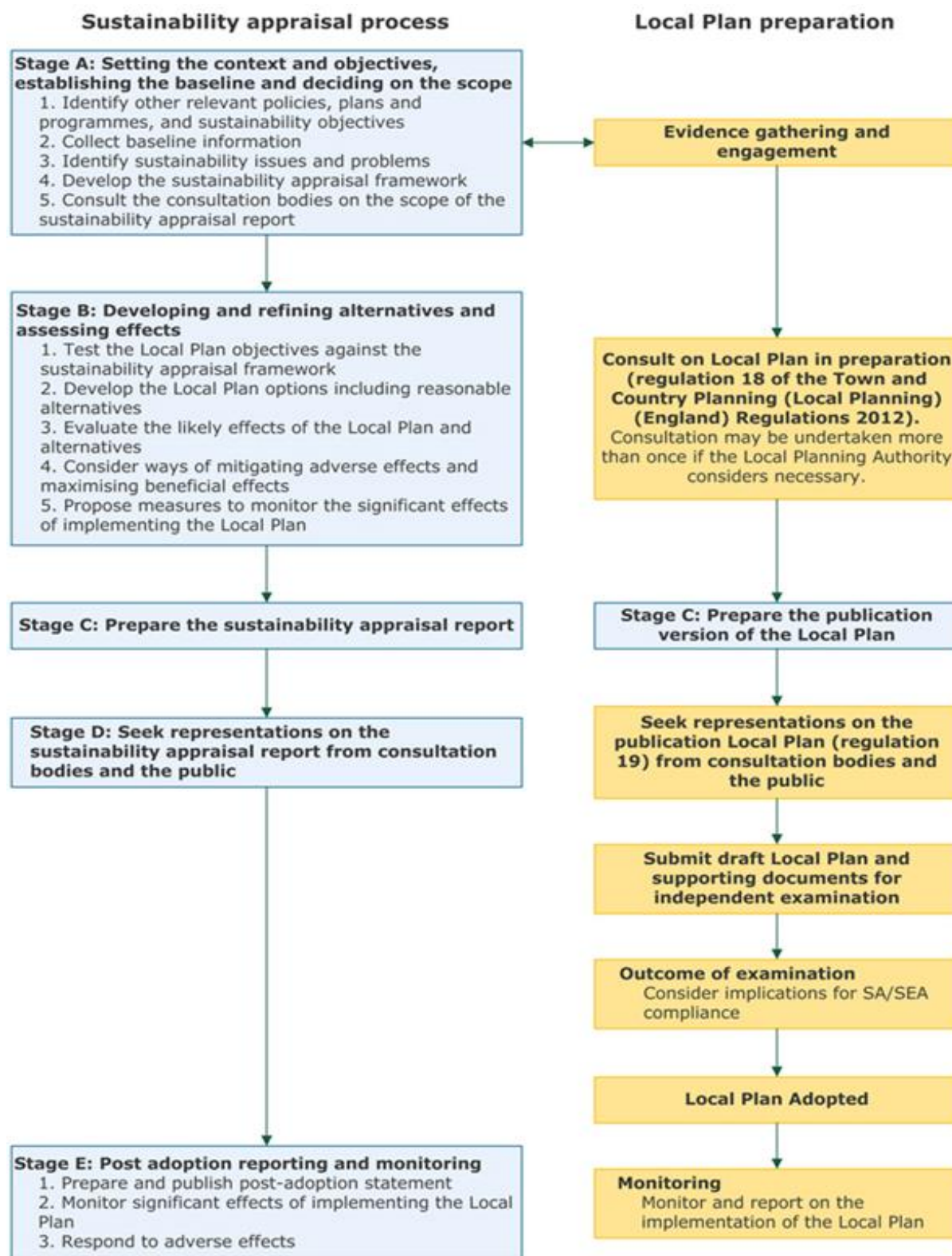
1.3.4 Legislative requirements – HRA

Additionally, this ISA Report considers the requirements of Habitats Regulations Assessment (HRA). Due to the technical scope of those requirements however, a separate HRA has been produced to accompany the LTP4. For more detail on that process, please refer to that assessment.

1.4 The Sustainability Appraisal Process

The methodology adopted for the SA of the Local Transport Plan at this stage follows that of the Sustainability Appraisal process. The following 5 sequential stages are documented below.

Figure 1: Stages in the Sustainability Appraisal Process and Plan Preparation



Source: Planning Practice Guidance – Sustainability appraisal requirements for local plans (Paragraph: 013 Reference ID: 11-013-20140306 Revision date: 06 03 2014)

1.5 The Aim and Structure of this Report

The aim of this Report is to respond to Stages A, B, and C of the SA process shown in the previous figure; notably to:

- Set the context and objectives of the ISA and establish the scope of the appraisal (Stage A)
- Test the LTP content against the integrated sustainability appraisal framework (Stage B1)
- Develop the LTP options including reasonable alternatives (Stage B2)
- Evaluate the likely effects of the LTP content and alternatives (Stage B3)
- Consider ways of mitigating adverse effects and maximising beneficial effects (Stage B4)
- Propose measures to monitor the significant effects of implementing the LTP (Stage B5)
- Prepare the Integrated Sustainability Appraisal Report (this Report, Stage C)

2. Key Issues and ISA Objectives

2.1 Contextual Review

The LTP must have regard to existing policies, plans and programmes at national and regional levels and strengthen and support other plans and strategies. It is therefore important to identify and review those policies, plans and programmes which are likely to influence the Plan at an early stage. The content of these plans and programmes can also assist in the identification of any conflicting content of plans and programmes in accumulation with the Plan. Local supporting documents have also been included within this list as they will significantly shape policies and decisions in the area.

It is recognised that no list of plans or programmes can be definitive and as a result the ISA describes only the key documents which influence the Plan. A comprehensive description of these documents together with their relevance to the Plan is provided within Annex A of the main Interim ISA Report.

2.2 Baseline summary of the County relevant to the remit of the Plan

Annex B to the main Interim ISA Report outlines the baseline information profile for the Plan area, and where relevant further afield. The baseline information identifies current sustainability issues and problems in the Plan area to be addressed and provides a basis for predicting and monitoring the effects of implementing the document. To ensure the data collected within Annex B was relevant and captured a range of sustainability issues, it was categorised under thematic topics. They cover all the topics referred to in Annex 1(f) of the SEA Directive and follow the order of:

- Transport and connectivity
- Economy and employment
- Housing
- Health and wellbeing
- Cultural heritage
- Biodiversity and nature conservation
- Landscapes
- Water
- Climate and energy

- Air
- Soils
- Minerals
- Waste

2.3 Key Sustainability Issues

The outcome of the above processes related to the identification of relevant plans and programmes and the baseline information profile of the Plan area is the identification of key sustainability and environmental issues. These represent those sustainability and environmental problems facing the Plan area which assist in the finalisation of a set of relevant ISA Objectives that can be subsequently expanded upon in a SA Framework.

The assessment of the Plan will be able to evaluate, in a clear and consistent manner, the nature and degree of impact and whether significant effects are likely to emerge from the Plan Review's content. The following table outlines the thought process which has led to the formulation of the ISA Objectives for the Plan.

Table 1: Key Sustainability Issues

General Theme	Focused Theme	Description / Supporting Evidence
Biodiversity	Ecological designations and the effects of transport schemes	Essex contains a range of sites with ecological designations, including Ramsar sites, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest and National and Local Nature Reserves. In addition, a number of Biodiversity Action Plans and Habitat Action Plans are in place, with the aim of conserving and increasing nationally and locally important habitats and species in the county.
Water quality	Risk of contamination	<p>The quality of water within the County's rivers is generally fair to good in terms of chemical and biological quality. However, the chemical quality of the rivers is worse than the average quality of rivers in the East of England. There are potential issues with removal of part of an aquifer and disrupting groundwater flows.</p> <p>Risk of contamination of surface and groundwater and siltation of watercourses related to transport related development and maintenance of assets:</p>

General Theme	Focused Theme	Description / Supporting Evidence
		<ul style="list-style-type: none"> • use of fertilisers, surface water run-off. • pollution from natural contaminants and fuels, oils and solvents.
Landscape	Schemes that can harm, or offer landscape benefits	The Essex landscape and its relationship with historic settlements form an important component of the historic environment contributing to place making and local distinctiveness. Landscape plays an important role in proving the setting for all heritage assets, and as such, landscape is an important part of the setting of heritage assets.
Historic environment	Minimising / avoiding effects on assets	<p>The county includes large numbers of recorded archaeological sites, listed buildings and conservation areas, as well as scheduled monuments. The NPPF requires a positive strategy for the conservation of the historic environment.</p> <p>Landscape scale heritage assets such as Registered Parks and Gardens, Registered Battlefields, or non-designated heritage assets, can be particularly sensitive to changes in their setting, for example through visual intrusion, the introduction of movement and noise, and changes in hydrology / groundwater flows.</p>
Flooding	Drainage and disturbance	<p>Throughout the county there is a greater need for flood and surface water management.</p> <p>Any proposed transport related development should not impact any flood infrastructure. In general, the following risks are considered relevant:</p> <ul style="list-style-type: none"> • Disturbance or removal of surface features such as watercourses or flood storage. • Increased risk of groundwater flooding. • Potential impacts on the historic environment, for example on archaeology

General Theme	Focused Theme	Description / Supporting Evidence
Transport	Congestion and road safety	Parts of the strategic road network pass through towns and villages creating issues for local communities in terms of air quality, amenity and road safety - particularly in sensitive rural areas and designated Air Quality Management Areas (AQMAs).
Health	Human health and pollution	Potential impacts on health, well-being and quality of life should be taken into account. The potential impact of noise, dust, vibration, lighting and water pollution potentially being generated from transport movements needs to be considered and mitigated.

2.4 The Objectives formulated for the ISA

The following table explores whether the identified ISA Objectives above fall into the three broad categories of sustainability, namely social, environmental and economic themes.

Table 2: The ISA Objectives

ISA Objective	Environmental	Social	Economic
1) To protect and enhance biodiversity through Essex and beyond	✓		
2) To maintain and enhance water quality and resources	✓	✓	
3) To minimise the risk of flooding	✓	✓	
4) To encourage the sustainable use of land and protection of soils, including the best and most versatile agricultural land			✓
5) To safeguard and where possible improve air quality	✓	✓	

ISA Objective	Environmental	Social	Economic
6) To minimise net emissions of greenhouse gases and increase adaptability to climate change	✓	✓	✓
7) To avoid, and if this is not possible minimise impacts, both direct, and indirect (e.g. through changes in setting), on the significance of the historic environment, both above and below ground	✓	✓	
8) To protect and enhance the quality and character of landscapes	✓	✓	
9) To promote the use of sustainable transport choices	✓	✓	✓
10) To improve the reliability of journey times for all people travelling in Essex	✓	✓	✓
11) To improve access to services and employment opportunities in Essex and reduce social exclusion	✓	✓	✓
12) To protect and where possible enhance human health and well-being		✓	
13) To maximise opportunities for sustainable economic development		✓	✓

3. The Approach to Assessing the LTP

3.1 Assessing Policies and the types of effects considered

The ISA of the Plan assesses the LTP's content against the ISA Objectives and key questions / criteria outlined in the ISA framework. The aim is to assess the sustainability effects of the LTP following implementation. The assessment looks at indirect and cumulative effects as well as effects over time. Importantly the ISA identified the significance of effects.

3.1.1 Description of 'Significant Effects'

The strength of impacts can vary dependant on the relevance of the policy content to certain SA Objectives or themes. Where the policies have been appraised against the SA Objectives the basis for making judgements within the assessment is identified within the following key:

Possible impact	Basis for judgement
++	Strong prospect of there being significant positive impacts.
+	Strong prospect of there being minor positive impacts.
?	General uncertainty where there is a lack of current evidence (to be elaborated in commentary in each instance) or uncertainty surrounding the degree of impact assessed (also elaborated on within commentary).
0	No impact.
-	Strong prospect of there being minor negative impacts and mitigation would be possible / issues can be rectified.
--	Strong prospect of there being significant negative impacts with mitigation unlikely to be possible (pending further investigation) / further work is needed to explore whether issues can be rectified.
NA	Not applicable to the scope or context of the assessed content.

4. The Effects of the Local Transport Plan

4.1 ‘Whole Plan’ Effects by Sustainability Theme

The overall effects of this ISA Report are outlined within the following sub-headings, each of which corresponds to an Integrated Sustainability Objective.

4.1.1 Biodiversity

Short-Medium Term Effects	Long Term Effects
Uncertain (positive / negative)	Uncertain (positive / negative)

The Plan’s potential effects on biodiversity have been assessed as largely uncertain at this stage. This is because the potential positive effects that can be expected from transport development being required to ensure biodiversity net gains, are outweighed by the negative implications associated with some of the Implementation Plan schemes. These potential negative effects are identified in the Habitats Regulations Assessment (HRA) which states that there is potential for Likely Significant Effects on the integrity of Habitats sites

Despite this, the HRA acknowledges that further and more detailed impacts would only be understood through further assessment at the application stage of schemes. The requirement for work to be undertaken to understand the impacts of detailed schemes is included within the Plan. It can therefore be expected that mitigation of any effects would be required and secured further down the line.

4.1.2 Water quality and resources

Short-Medium Term Effects	Long Term Effects
Uncertain (neutral / negative)	Uncertain (neutral / negative)

Policy 8 of the LTP4 includes that the local transport authority will aim to reduce the impact of transport on the natural environment to minimise pollution. Further, Implementation Plan schemes are included that deal with the potential effects of surface water flood risk. This can be considered to have positive implications, and neutral impacts (through mitigation), on water quality.

Nevertheless, various Implementation Plan schemes have been identified as having the potential to impact water quality as identified within the HRA. The Plan acknowledges that schemes may have such impacts and as a result requires project level assessments to

determine impacts on water quality at the application stage. This would include suggested mitigation which can be enforced. To this effect, the impacts on water quality of the Plan as a whole are uncertain, with the potential for neutral to negative effects at this stage.

4.1.3 Flood risk

Short-Medium Term Effects	Long Term Effects
Neutral	Neutral

The Plan addresses issues of flood risk through prevention, appropriate mitigation where required, and also the role the local transport authority can have in flood defence where relevant. This promotes greater flood resilience on the highway network. The Plan acknowledges the impact that new transport infrastructure can have in certain areas and includes commitments to mitigate and improve conditions through Implementation Plan schemes, particularly at Canvey Island. As a result, effects are considered neutral of the Plan as a whole, associated with the Plan's stance of prevention and mitigation.

4.1.4 Soils / agricultural land

Short-Medium Term Effects	Long Term Effects
Uncertain (negative)	Uncertain (negative)

Issues of soil quality, and the best and most versatile agricultural land (BMV), can be seen as not being directly addressed by any of the Plan's policies. It is considered that the Plan could seek to address impacts on soil quality, however this is not a specific criticism of the Plan itself; such considerations will be made at the point of specific schemes being submitted for planning permission, and as part of discussions regarding planning balance. It is not considered viable or realistic for major transport schemes to avoid such land should they be needed in specific areas.

Nevertheless, overall uncertain to potentially negative impacts are raised in regard to soil quality and BMV of the Plan as a whole.

4.1.5 Air quality

Short-Medium Term Effects	Long Term Effects
Uncertain (positive / negative)	Uncertain (positive / negative)

The LTP4 seeks to ensure the implementation of the Essex Air Quality Strategy and deliverable Air Quality Action Plans. Further, indirect impacts may also be forthcoming as a result of the successful implementation of planned activities to heighten public transport uptake through better connectivity and ease of use.

Nevertheless, the effects highlighted for air quality also highlight a degree of uncertainty resulting from the fact that many of the Plan’s strategic schemes are likely to make car travel more attractive. The HRA identifies that the Lower Thames Crossing, Freeport East Access Package, and Thames Freeport Access Package all have the potential to have impacts on Habitats sites associated with air quality, associated with an increase in private vehicle movements.

Regarding human health, Health Impact Assessment (HIA) at the Plan level has been undertaken for the LTP. This ‘strategic’ HIA concludes that the extent of health impacts arising from Implementation Plan schemes are however more suitably identified at the application stage. To that extent, the Plan has uncertain impacts at this stage, with the potential for both negative and positive implications from individual schemes.

4.1.6 Climate change

Short-Medium Term Effects	Long Term Effects
Positive	Positive

The LTP4’s Transport Strategy includes themes and outcomes specifically regarding decarbonising transport in the face of climate change and protecting and improving the environment for the long-term. Further, the Plan seeks to ensure a transport network that is flexible, reliable, operates safely, and responds to a changing climate including extreme weather. Amongst more specific examples of this approach within the Plan are the integration of Sustainable Drainage Systems (SuDS), planting more street trees, playing an active role in flood defence and coastal protection, managing the introduction of appropriate alternative fuel infrastructure, and supporting the pilot and where appropriate the adoption of new technology which enables more sustainable travel.

When considered on a large scale, the Plan can be seen to have positive implications in regard to climate change, both in terms of resilience against future events, and also reducing

emissions through promoting and facilitating sustainable transport options.

4.1.7 The historic environment

Short-Medium Term Effects	Long Term Effects
Uncertain	Uncertain

The LTP4’s policy 5 states that the local transport authority will aim to project the historic and built environment from the harmful effects of transport and strive to make places more people focussed with an emphasis on placemaking to make spaces safe and accessible for all.

Despite this, the assessment of the Implementation Plan schemes raises largely uncertain implications in regard to environmental ISA objectives as far as effects are likely to be realised at the site level in those locations of any new ‘large scale’ infrastructure. This includes effects related to the historic environment which may possibly be affected through new road schemes. Effects would be more appropriately identified at the detailed design stage and through adequate and suitable assessments. Uncertain impacts are therefore raised at the whole Plan level.

4.1.8 Landscape

Short-Medium Term Effects	Long Term Effects
Uncertain	Uncertain

The LTP4’s policy 5 states that the local transport authority will aim to project the historic and built environment from the harmful effects of transport and strive to make places more people focussed with an emphasis on placemaking to make spaces safe and accessible for all. This has implications for historic landscapes, and also the LTP4 ensures that landscape at the local level is considered, such as through the retention of features and more generally through public realm improvements.

Despite this, the assessment of the Implementation Plan schemes raises largely uncertain implications in regard to environmental ISA objectives as far as effects are likely to be realised at the site level. This includes effects related to landscapes which may possibly be affected at specific locations but also cumulatively through new road schemes such as new dual carriageway links, and the provision of new Rapid Transit systems. Effects would be more appropriately identified at the detailed design stage and through adequate and suitable assessments in relation to environmental conditions.

4.1.9 Sustainable transport

Short-Medium Term Effects	Long Term Effects
Positive	Significantly positive

It can be considered that there will be significant positive implications for the majority of the ISA Objectives within the Plan’s remit and covering the responsibilities of the local transport authority. The focus of the LTP4 on connectivity ensures improvements in and the integration of Active Travel and sustainable transport. This affords minor positive effects in the short-medium term. In the long term there is a presumption that there will be heightened sustainable transport uptake through behavioural change and the delivery of those sustainable and active travel Implementation Plan schemes associated with strategic growth and Garden Communities that will be delivered later in Local Plan periods. Crucially the LTP4 ensures that sustainable and affordable transport solutions can be integrated into such developments and that infrastructure can match growth.

4.1.10 Journey time reliability

Short-Medium Term Effects	Long Term Effects
Positive	Significantly positive

It can again be considered that there will be significant positive implications for the majority of the ISA Objectives within the Plan’s remit and covering the responsibilities of the local transport authority. The focus of the LTP4 on connectivity ensures improvements in and the integration of all transport modes, acknowledging the position that many people in Essex rely on private vehicle use. This affords minor positive effects in the short-medium term as it can be expected that the Implementation Plan schemes will cause some disruption until constructed and fully accessible (identified as the long term).

In the long term there is a presumption that there will be heightened transport options through the delivery of those sustainable and active travel Implementation Plan schemes associated with strategic growth and Garden Communities. These will be delivered later in Local Plan periods. Similarly, the Plan’s focus on place making allows sustainable development to be achieved, and also shorter trips for key services. Crucially the LTP4 ensures that inclusive transport solutions can be integrated into developments and that infrastructure can match growth.

4.1.11 Access to services

Short-Medium Term Effects	Long Term Effects
Positive	Significantly positive

Again, it can be considered that there will be significant positive effects on the majority of the ISA Objectives within the Plan's remit. The focus of the LTP4 on connectivity ensures improvements in and the integration of all transport modes, acknowledging the position that many people in Essex rely on private vehicle use and also that this should not be the only or predominant option in new sustainable development. Minor positive effects have been identified in the short-medium term. Similarly again, in the long term there is a presumption that there will be heightened realistic transport options through the delivery of those sustainable and active travel Implementation Plan schemes associated with strategic growth and Garden Communities. It should also be reiterated here that the Plan's focus on place making enables sustainable development and shorter trips for services.

The inclusive nature of the Plan's policy position, and many of the Implementation Plan schemes, ensures that all residents of Essex can be expected to have realistic transport options. If integrated beyond individual schemes and 'joined up' with partnership working outcomes with other service providers, this could have significant effects to investment and economic growth.

4.1.12 Health and wellbeing

Short-Medium Term Effects	Long Term Effects
Uncertain / positive	Uncertain / positive

The Plan seeks to improve access, connectivity and Active Travel options, which will improve health and wellbeing in the long term, although the detail of such schemes is likely to come forward within other plans and proposals.

Any future transport related proposals that arise in the county have the potential to impact on both health and wellbeing. It is considered that, where any impacts are recognised, priority is satisfactorily given to the preparation of a project level Health Impact Assessment within the LTP4. This will allow the identification and mitigation of impacts related to detailed schemes to be understood prior to planning permission being granted. Nevertheless, the Plan directly addresses issues of connectivity, community, place making and severance as well as being inclusive of various groups and incomes. Overall, uncertain to positive impacts are highlighted at this stage.

4.1.13 Sustainable economic development

Short-Medium Term Effects	Long Term Effects
Positive	Significantly positive

Transport development can be seen to support new jobs and general economic prosperity as well as reducing deprivation in key areas through enhanced access to services and employment opportunities. The LTP4 actively seeks improvements in connectivity, directly in order to address deficiencies where possible, and support new employment growth through multiple Implementation Plan schemes. Implementation Plan schemes focused on Great Eastern Mainline (GEML) enhancements, Crossrail 2, the East-West Rail scheme, the Freeport East Access Package, the Stansted Airport Sustainable Access Package, the Thames Freeport Access Package, linking Uttlesford growth with employment in Cambridge via Rapid Transit, and the Southend Airport Access Package can all be expected to significantly promote and enhance access to employment opportunities in Essex, and perhaps also attract inward investment.

Overall, positive effects are realised in the short-medium term to reflect the position that economic growth is linked to specific schemes and growth outside the remit of the LTP4, however significant positive effects are predicted in the long term associated with the delivery of those schemes and wider growth in Essex.

7.2 Recommendations / Mitigation Measures

No recommendations or mitigation measures are made at this point. Although the potential for negative effects is raised in this Report, it is acknowledged that there are inherent differences between various transport modes on the environment and also the need for an inclusive range of options to be included within the Plan.

5. Next Steps

5.1 Consultation

The LTP and this ISA Report will be subject to statutory consultation. There are three statutory consultees that are required to be consulted for all Sustainability Appraisal and Strategic Environmental Assessment documents, and therefore also this ISA. These are: The Environment Agency; Natural England; and Historic England.

In addition to these, consultation will seek to engage the wider community in order to encompass comprehensive public engagement. Essex County Council, as the Highways Authority, are additionally required to invite comments from focussed groups, relevant stakeholders and interested parties.

5.2 Updating the ISA Report

Once consultation has been undertaken on the LTP4, this ISA Report, and the accompanying HRA, the ISA Report will need to be updated to include the requirements of EqIA. As previously set out in this Report, EqIA is an evidence-led process of assessment, and consultation with key groups is crucial to ensuring that equality duties are met.

By updating this ISA Report post-consultation with the requirements of EqIA included, the process can be necessarily evidence-led and not merely notional in its assessment. This satisfies the requirements of EqIA and ensures that both the ISA Report and the LTP4 can include any necessary updates and recommendations prior to adoption.

5.3 Monitoring

The significant sustainability effects of implementing a Local Plan must be monitored in order to identify unforeseen adverse effects and to be able to undertake appropriate remedial action. The Sustainability Framework contained in this Report includes suggested indicators in order to monitor each of the Integrated Sustainability Objectives, however these may not all be collected due to limited resources and difficulty in data availability or collection.

Guidance stipulates that it is not necessary to monitor everything included within the Sustainability Framework, but that monitoring should focus on significant sustainability effects, e.g. those that indicate a likely breach of international, national or local legislation, that may give rise to irreversible damage or where there is uncertainty, and monitoring would enable preventative or mitigation measures to be taken.

Upon adoption Local Plans will be accompanied by an Adoption Statement which will outline those monitoring indicators most appropriate for future monitoring of the Plan in line with Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004.



Place Services
County Hall, Essex CM1 1QH

T: +44 (0)3330 136 844

E: enquiries@placeservices.co.uk

www.placeservices.co.uk

[@PlaceServices](https://twitter.com/PlaceServices)



Essex County Council