Combined Scoping Report

Milton Keynes Council:
Waste Development Plan Document,
Municipal Waste Strategy and
Local Transport Plan

Sustainability Appraisal / Strategic Environmental Assessment

September 2005

MILTON KEYNES
COUNCIL

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CONTENTS

List of Tables

List of Figures

GLOSSARY

Abbreviation	Definition
AQMA	Air quality management area
BAP	Biodiversity Action Plan
DRWMS	Draft Regional Waste Management Strategy
EIA	Environmental Impact Assessment
LDD	Local Development Document
LDF	Local Development Framework
LPA	Local Planning Authority
LTP	Local Transport Plan
MKC	Milton Keynes Council
MWS	Municipal Waste Strategy
NO_2; NO_x	Nitrogen dioxide; oxides of nitrogen
ODPM	Office of the Deputy Prime Minister
PPC	Pollution prevention and control
PM_{10}	Fine particulates
RSDF	Regional Sustainable Development Framework
RSS	Regional Spatial Strategy
RTS	Regional Transport Strategy
SA	Sustainability Appraisal
SEA	Strategic Environment Assessment
SSSI	Site of Special Scientific Interest
UDP	Unitary Development Plan
WDPD	Waste Development Plan Document

1. INTRODUCTION

BACKGROUND

1.1 Milton Keynes Council (MKC) are undertaking a statutory review of their current Waste Local Plan (Waste Local Plan for Buckinghamshire 1994-2006), their Waste Strategy (July 1999) and their Local Transport Plan (2001/02 to 2005/06). The reviews will result in the preparation of the following three plans: Waste Development Plan Document (WDPD), Municipal Waste Strategy (MWS) and second Local Transport Plan (LTP2).

1.2 Integral to the preparation of the LTP2 is a Strategic Environmental Assessment (SEA). Authorities producing MWS are also obliged to carry out a SEA in line with the Environmental Assessment of Plans and Programmes Regulations 2004 which transpose into UK law the European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, known as the SEA Directive.

1.3 According to recently revised DEFRA guidance on preparation of MWS, an SEA is required for MWS. However, since social and economical factors also need evaluation, DEFRA also recommends authorities consider undertaking a wider Sustainability Appraisal (SA) which should additionally fulfil the requirements of the SEA regulations. The WDPD is a Local Development Document (LDD) contained in a portfolio of spatial LDDs required to undergo a statutory SA according to the Planning and Compulsory Purchase Act 2004.

1.4 Although SA and SEA are distinct requirements, government guidance for SA of Regional Spatial Strategies and Local Development Frameworks proposes a merged procedure for covering the requirements of both in a single appraisal process. This merged procedure is relevant for the SA on the MWS and WDPD but is not applicable to the SEA of the LTP2.

1.5 MKC have decided to combine the early stages of SA/SEA for the three plans with the aim of identifying common or cross-cutting environmental / sustainability themes and sources of data, as well as those specific to each sector, and developing an integrated appraisal framework which may be applied, with some minor refinements, to each plan.

1.6 The purpose of this document is to set out the scope of the SA of both the MWS and WDPD and the SEA of the LTP2 as required under UK and European legislation.

1.7 The Scoping Report is divided into two main parts:

- **Part A** sets out the development of the draft integrated SA/SEA framework intended to be applicable to all three plans.
- **Part B** comprises two concise sections focussing on refinements to the various components of Part A specific to waste and transport. These sections also detail for each of the three plans the assessment approaches to be considered, and provide an outline of the ensuing stages of the SA of the MWS and WDPD and the SEA of the LTP2. A description of the content and level of detail of the Sustainability Appraisal / Environmental Report required for each plan will also be included.

REQUIREMENT FOR STRATEGIC ENVIRONMENTAL ASSESSMENT

1.8 The EU Directive 2001/42/EC on assessment of effects of certain plans and programmes on the environment (the 'SEA Directive') came into force in the UK on 20 July 2004 through the Environmental Assessment of Plans and Programmes Regulations 2004. The Directive applies to a variety of types of plans and programmes including those for waste and transport and thus applies to MKC's WDPD, MWS and LTP, as each:

- sets the framework for future development consent; and
- is likely to have a significant effect on the environment.

1.9 The overarching 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… with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans… which are likely to have significant effects on the environment.' (Article 1)*

1.10 SEA is an iterative assessment process which certain plans and programmes are now required to undergo, as they are being developed to ensure that potential significant environmental effects arising from the plan/programme are identified, assessed, mitigated and communicated to plan makers. SEA also requires the monitoring of significant effects once the plan/programme is implemented.

REQUIREMENT FOR SUSTAINABILITY APPRAISAL

1.11 Under the new regulations[1] implementing the provisions of the Planning and Compulsory Purchase Act 2004, SA is required for all LDDs forming part of the new Local Development Frameworks (LDF). The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans. The regulations stipulate that SA of LDDs should meet the requirements of the SEA Directive.

1.12 Draft Planning Policy Statement 1 (PPS1) describes SA in Paragraph 9 of Annex B:

> *'A Sustainability Appraisal is intended to assess the impact of plan policies from an environmental, economic and social perspective. It is intended to test the performance of a plan against the objectives of sustainable development and thereby provide the basis for its improvement. Guidance on carrying out the Sustainability Appraisal will show how they can comply with the requirements of the Strategic Environmental Assessment (SEA) Directive'.*

1.13 SA thus helps planning authorities to fulfil the objective of contributing to the achievement of sustainable development in preparing their plans. As an LDD the Council's new WDPD is subject to the new statutory SA requirements.

[1] Town and Country Planning (Local Development) (England) Regulations 2004. The Regulations came into force on 28 September 2004.

1.14 There are many definitions of sustainable development. However, the most commonly used and widely accepted is that coined by the World Commission of Environment and Development in 1987 as:

> *'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.'*

1.15 The UK Strategy for Sustainable Development 'A Better Quality of Life' was recently revised in March 2005. The new strategy outlines a set of shared UK principles which will be used to achieve the goal of sustainable development. The guiding principles have been agreed by the UK government, Scottish Executive, Welsh Assembly Government and the Northern Ireland Administration. They bring together and build on the various previously existing UK principles to set out an overarching approach. The five guiding principles will form the basis for policy in the UK. For a policy to be sustainable, it must respect all five of these principles in order to integrate and deliver simultaneously sustainable development:

1) **Living within environmental limits** – respecting the limits of the planet's environment, resources and biodiversity to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;
2) **Ensuring a Strong, Healthy and Just Society** – meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;
3) **Achieving a Sustainable Economy –** Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays); and efficient resource use incentivised;
4) **Promoting Good Governance –** Actively promoting effective, participative systems of governance in all levels of society – engaging people's creativity, energy and diversity;
5) **Using Sound Science Responsibly** – Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

THE SA PROCESS

1.16 The requirements to carry out SA and SEA are thus distinct, but the ODPM's draft guidance of September 2004[2] states that it is possible to satisfy both through a single appraisal process in the preparation of Regional Spatial Strategies and Local Development Frameworks and provides a methodology for doing so.

1.17 According to the same guidance, the main stages in the SA process are as follows:

- **Stage A** – Setting the context and objectives, establishing the baseline and deciding on scope;
- **Stage B** – Developing and refining options;

[2] Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks, Consultation Paper, ODPM, September 2004

- **Stage C** – Appraising the effects of the plan;
- **Stage D** – Consultation on the plan and the Sustainability Appraisal Report;
- **Stage E** – Monitoring implementation of the plan.

1.18 The ODPM's guidance emphasises that SA is an iterative process which identifies and reports on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined. The intention is that SA is fully integrated into the plan making process from the earliest stages, both informing and being informed by it.

1.19 ODPM's current draft guidance also sets out a requirement for the preparation of the following reports:

- **Scoping Report** (summarising Stage A work) which should be used for consultation on the scope of the SA;
- **Initial Sustainability Appraisal Report** (summarising Stage B work) which should be used in the public consultation on Issues and Options;
- **Sustainability Appraisal Report** (documenting Stages A to C work) which should be used in the public consultation on the Preferred Options.

1.20 However, new interim advice recently published by ODPM[3] has indicated that the requirement for producing an Initial Sustainability Appraisal Report will be removed in the final guidance, and that Stages B and C will be combined to correspond more closely with the plan making process under the new system.

THE SEA PROCESS

1.21 Methodological stages similar to those described for SA (see previous section) have been defined for the SEA process. These stages are explained in the ODPM's Draft Practical Guide to the Strategic Environmental Assessment Directive (July 2004)[4] and in the Department for Transport Guidance TAG Unit 2.11[5] and are as follows:

- **Stage A** – Setting the context, identifying objectives, problems and opportunities, and establishing the baseline;
- **Stage B** – Developing alternatives and deciding the scope of SEA;
- **Stage C** – Assessing and mitigating the effects of the plan;
- **Stage D** – Consultation on the draft plan and Environmental Report;
- **Stage E** – Monitoring the implementation of the plan.

[3] Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks, Interim Advice Note on Frequently Asked Questions, ODPM, April 2005

[4] A Draft Practical Guide to the Strategic Environmental Assessment Directive, ODPM, July 2004

[5] Strategic Environmental Assessment Guidance for Transport Plans and Programmes TAG Unit 2.11, April 2004, Department for Transport

1.22 Both the DfT's and ODPM's SEA guidance indicate a requirement for the preparation of two reports:

- **Scoping Report** (summarising Stages A and B) for consultation with the SEA consultation bodies; and
- **Environmental Report** for consultation with the draft plan.

1.23 The preparation of the Environmental Report is a formal requirement of the SEA Directive. Although not a formal requirement, and not mentioned in either the DfT's or ODPM's guidance, a Scoping Report is generally regarded as the most useful way of summarising the SEA Stage A and B work for use in the formal scoping consultation required by the Directive.

PURPOSE OF THE SCOPING REPORT

1.24 For both SEA and SA the Scoping Report will provide the basis for consultation. Its purpose is to describe the methodology and scope of the SA/SEA. It summarises the initial stages of the appraisal work and its outputs, including the collation of information on relevant plans and programmes, relevant baseline information and key environmental / sustainability issues. It also sets out a draft appraisal framework, together with the proposed methodology for the remaining stages of the appraisal. For the SEA of the LTP2, the Scoping Report must also document both Stage A and Stage B work, as under the stage process set out in DfT and ODPM's guidance scoping consultation falls at the end of Stage B.

1.25 Due to the high degree of interconnectedness and interdependency between the issues and overarching sustainability objectives of the WDPD and MWS, as well as many of those of the LTP2, the Council decided that the first stages of both the SA and SEA processes for the three plans should be conducted in tandem, with the various work components closely coordinated, or even combined where possible, and a specific SA/SEA framework developed to address each document for the full range of interrelated sustainability issues. A separate Sustainability Appraisal / Environmental Report will be required for both the MWS and WDPD and an Environmental Report will be required for the LTP2. This approach is broadly in keeping with the ODPM's latest advice with regard to the preparation of LDDs, which states that:

> *'LPAs can prepare a single Scoping Report when consulting on the scope of a number of LDDs at the same time. However, in doing so the LPA needs to demonstrate that the report provides adequate information on the scope and level of detail of the information to be included in the SA Reports for each LDD to which the Scoping Report applies.'*

PART A: INTEGRATED APPRAISAL

2. BACKGROUND

THE WASTE DPD AND MWS

2.1 The new planning system introduced with the Planning and Compulsory Purchase Act 2004 requires the replacement of Local Plans with LDFs. Milton Keynes' existing Waste Local Plan (Waste Local Plan for Buckinghamshire 1994-2006 adopted March 1997) which expires in 2006, is being replaced with the new Waste DPD.

2.2 The Waste DPD will identify sites for waste management facilities to meet requirements and will include detailed policies for the treatment and disposal of waste.

2.3 MKC produced its first waste strategy in 1999, which was updated in October 2002 due to new legislation. The waste strategy is currently also under review with the aim of producing a new revised MWS, fully in accordance with recent new guidance from Defra. The new MWS will include detailed policies for the collection of and transfer of waste.

2.4 The issues and objectives of both waste documents are closely interrelated. The key themes which connect the objectives of the two plans are:

- reduce waste at source; reduce waste generation and disposal;
- achieve sustainable management of waste by developing further Milton Keynes' leading role in waste recycling;
- treat and dispose of municipal waste within the Council's area, and
- achieve local self sufficiency in waste treatment and disposal.

THE LTP2 (2006-07 TO 2010-11)

2.5 The LTP2 will address the four shared priorities for transport as agreed in 2002 by the Government and the Local Government Association, which are:

- Congestion;
- Accessibility;
- Road safety; and
- Air quality.

2.6 The LTP also includes a quality of life objective covering issues such as crime, fear of crime and noise, as outlined in the Department for Transport (DfT) Full Guidance on Local Transport Plans.

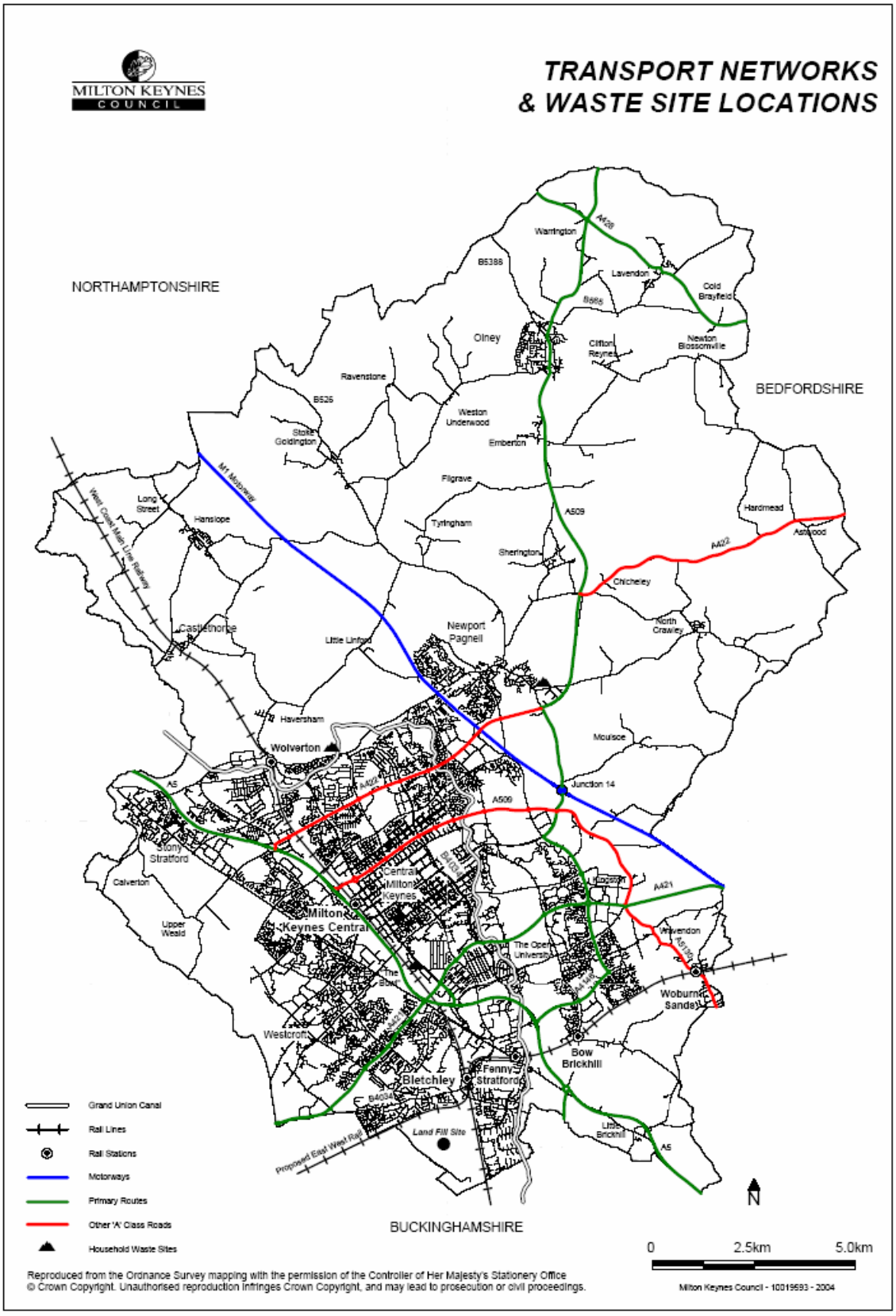
2.7 These shared priorities are further described in Section 8.

GEOGRAPHICAL AREA

2.8 This SA/SEA is primarily concerned with effects arising from implementation of the three plans within the area of MKC. The SA/SEA will mostly look at effects within the borough, although it does also consider the effects of the proposals on surrounding boroughs, the sub-region and region, and on national and global issues.

Figure 2.1 – Milton Keynes - Strategic Location

Figure 2.2 – Milton Keynes - Transport Networks and Waste Site Locations



TIME PERIOD

2.9 The SEA/SA formally covers the same time period as that of each plan. The LTP2 will cover five years from 2006-07 to 2010-11, the MWS covers the period from 2005 to 2020 and the WDPD is expected to be adopted in 2008 and to cover a period of 10 years. However, the Directive requires assessment of "long term", "cumulative" and "synergistic" effects. This requires consideration of time scales which in some cases may extend well beyond the period of any of the plans. "Long term" in the context of assessment of environmental/sustainability effects is generally understood to mean at least 20-25 years.

3. OTHER RELEVANT PLANS AND PROGRAMMES

INTRODUCTION

3.1 The SEA Directive states that the Environmental Report should provide information on:

> *'The plan's relationship with other relevant plans and programmes' and "the environmental protection objectives, established at international, [European] Community or national level, which are relevant to the plan... and the way those objectives and any environmental considerations have been taken into account during its preparation"* (Annex 1 (a), (e))

METHODOLOGY

3.2 Relevant international, national, regional and local plans and programmes that might influence, or be influenced by, one or more of the plans have been identified and are outlined in Table 3.1 below. This includes existing development plans and other plans and policies prepared by MKC. Additionally, other plans and policies were identified following the ODPM guidance, which lists plans and programmes which are likely to be relevant.

3.3 At the regional level the key documents are the Regional Planning Guidance for the South East (RPG9, March 2001). The area of Milton Keynes and the South Midlands (MKSM) was identified as a potential growth area in the South East in the RPG9. MKSM lies within the boundary of three Government Offices: South East, East Midlands and West Midlands. Further key documents identified are the Regional Spatial Strategy for the East Midlands (RSS8) and Regional Spatial Strategy for the West Midlands (RPG11), the associated Regional Transport Strategy and Draft Regional Waste Management Strategy (DRWMS), as well as the Regional Sustainability Development Framework (RSDF).

3.4 The relevant identified plans and programmes were analysed to derive a set of key environmental / sustainability themes relevant to the national, regional and local context. This analysis, presented in Table 3.2, was closely informed by these key documents and forms the first step in the development of the draft SA/SEA framework which is presented in Section 6 below.

Table 3.1 – Relevant Plans and Programmes

Plan / programme	Data source	Relevance to Transport / Waste
International Plans and Programmes		
European Directives	Framework Directive on Waste Disposal (75/442/EEC) amended by 91/156/EEC, 91/692/EEC 96/350EC and 96/59/EC; Hazardous Waste Directive (91/689/EEC), Directive on the Landfill of Waste (1999/31/EC), Directive on Packaging and Packaging Waste (94/62/EC), Directive on Waste Electrical and Electronic Equipment (Directive 2002/96/EC), Animal By-product Regulation 1774/2002/EC; Directive on End of Life Vehicles 2000/532/EC; Waste Incineration Directive 2000/76/EC; Integrated Pollution Prevention and Control Directive 96/61/EC; Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC), Noise Directive (86/188/EEC), Conservation of Wild Birds Directive (79/409/EEC), Freshwater Fisheries Directive (78/659/EEC), Urban Wastewater Treatment Directive (91/271/EEC), Water Framework Directive (2000/60/EC), Groundwater Directive (80/68/EEC); Air Quality Directive (96/62/EC) and their daughter directives.	Waste/Transport
EU 6th Environmental Action Plan, September 2002: Thematic Strategy on Recycling and Prevention of Waste; Thematic Strategy for Soil Protection; Thematic Strategy on the Sustainable Use of Natural Resources.	http://europa.eu.int/comm/environment/newprg/	Transport/Waste
EU Biodiversity Strategy (covers 4 Action Plans), February 1998	http://europa.eu.int/comm/environment/docum/9842sm.htm	Transport
EU Sustainable Development Strategy, May 2001	http://europa.eu.int/comm/environment/eussd/	Transport/Waste
National Plans and Programmes		
Guidance on Municipal Waste Management Strategies, July 2005	http://www.defra.gov.uk/environment/waste/localauth/pdf/guidemunwaste-strategy.pdf	
A New Deal for Transport White Paper, July 1998	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_021588.hcsp	Transport
The Future of Transport White Paper, July 2004	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/031259.hcsp	Transport

Plan / programme	Data source	Relevance to Transport / Waste
Guidance on Full Local Transport Plans, March 2000	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/divisionhomepage/032384.hcsp	Transport
Full Guidance on Local Transport Plans, Second Edition, December 2004	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/page/dft_localtrans_504005.hcsp	Transport
Strategic Environmental Assessment Guidance for Transport Plans and Programmes TAG Unit 2.11, December 2004	Department for Transport: http://www.webtag.org.uk/sitepages/consult/pdf/211consult.pdf	Transport
SD Policy Statement, March 2004	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_027569.hcsp	Transport
Transport 10 Year Plan 2000: Delivering better transport – progress report	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_about/documents/page/dft_about_023008.hcsp	Transport
Road Traffic Reduction Act 1997	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929.hcsp	Transport
Road Traffic Reduction Act 1997: draft guidance to local transport authorities	Department for Transport: http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_504929-08.hcsp	Transport
Securing the Future - UK Government sustainable development strategy, March 2005	Sustainable Development Unit, Defra: http://www.sustainable-development.gov.uk	Transport/Waste
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, January 2000 (as amended)	http://www.defra.gov.uk/environment/airquality/strategy/index.htm	Transport

Plan / programme	Data source	Relevance to Transport / Waste
PPGs and PPSs	PPG1: General Policies and Plans PPG3: Housing PPG4: Industrial Commercial Development and Small Firms PPG6: Town Centres and Rural Development PPG7: Countryside PPG8: Telecommunications PPG9: Nature Conservation PPG13: Transport PPG15: Planning and Historic Environment PPG16: Archaeology and Planning PPG17: Planning for Sport, Open Space and Recreation PPG 21: Tourism PPG22: Renewable Energy PPG23: Planning and Pollution Control PPG24: Planning and Noise PPG25: Planning and the Floodplain Draft PPS1: Creating Sustainable Communities PPS7: Sustainable Development in Rural Areas Draft PPS9: Biodiversity and Geological Conservation PPS10: Planning for Sustainable Waste Management PPS11: Regional Planning PPS12: Local Development Frameworks PPS22: Renewable Energy.	
Environment Agency Policy	http://www.environment-agency.gov.uk/aboutus/512398/?version=1&lang=_e	Transport/Waste
English Nature Position Statements	http://www.english-nature.gov.uk/news/position.asp	Transport/Waste
Countryside Agency Strategy	http://www.countryside.gov.uk/WhoWeAreAndWhatWeDo/strategy.asp	Transport
English Heritage Regional Plans	http://www.english-heritage.org.uk/server/show/nav.1676	Transport
English Heritage Strategy 2005 - 2010	http://www.english-heritage.org.uk/server/show/nav.8755	Transport
National Waste Strategy 2000	http://www.defra.gov.uk/environment/waste/strategy/cm4693/	Waste
Wildlife and Countryside Act 1981	http://www.defra.gov.uk/wildlife-countryside/index.htm http://www.naturenet.net/law/wca.html	
Countryside and Rights of Way Act 2000	http://www.defra.gov.uk/wildlife-countryside/cl/	
National Biodiversity Action Plan (UK Biodiversity Action Plan Steering Group 1994)	http://www.ukbap.org.uk/	Transport/Waste
UK Climate Change Programme	http://www.defra.gov.uk/environment/climatechange/02.htm#uk	Waste/Transport

Plan / programme	Data source	Relevance to Transport / Waste
National Waste Development Framework	http://www.defra.gov.uk/environment/waste/strategy/leg_dir.htm	Waste
Waste Strategy 2000, the UK National Waste Strategy	http://www.defra.gov.uk/environment/waste/strategy/cm4693/pdf/wastvol1.pdf	Waste
Accessible Natural Greenspace Standards, English Nature	English Nature, 1995: Research Report No. 153, Accessible Natural Greenspace in Towns and Cities - a Review of Appropriate Size and Distance Criteria, Updated info: http://www.english-nature.org.uk/pubs/publication/PDF/526.pdf http://www.english-nature.org.uk/pubs/publication/PDF/Accessgreenspace.pdf	Transport/Waste
Regional Plans and Programmes		
Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS)	Government Office for the South East: http://www.go-se.gov.uk/gose/docs/170192/221841/221846/221880	Waste/Transport
Regional Planning Guidance for the South East RPG9 (the spatial strategy for the region)	http://www.go-se.gov.uk/gose/planning/regionalPlanning/?a=42496	Transport/Waste
Regional Spatial Strategy for the East Midlands (RSS8), March 2005	http://www.gos.gov.uk/goem/psc/suscom/rss/	Transport/Waste
Regional Spatial Strategy for the West Midlands (RPG11)	http://www.gos.gov.uk/gowm/149642/170408/?a=42496	Transport/Waste
Regional Transport Strategy July 2004	http://www.go-se.gov.uk/gose/docs/171301/RPG9AmendChap9.pdf	Transport
Waste Local Plan for Buckinghamshire 1994 - 2006 (March 1997)	Buckinghamshire County Council	Waste
Regional Waste Management Strategy and the Regional Mineral Strategy Panel Report (January 2005)	http://www.gos.gov.uk/gose/planning/regionalPlanning/wasteMineralsPanelReport/?a=42496	Waste
Proposed Changes to Regional Planning Guidance for the South East (RPG 9) Waste and Minerals August 2005	http://gose.gov.uk/gose/planning/regionalplanning/?a=42496	Waste
Draft Regional Waste Management Strategy, 'No Time To Waste', (March 2004)	http://www.southeast-ra.gov.uk/publications/strategies/waste_2003.html	Waste
Draft Regional Minerals Strategy (March 2004)	http://www.southeast-ra.gov.uk/publications/strategies/minerals.html	Waste
SEERA- Energy Efficiency and Renewable Energy (May 2003)	http://www.southeast-ra.gov.uk/publications/strategies/energy.html	Transport/Waste
Regional Spatial Strategy for Tourism (June 2003)	http://www.southeast-ra.gov.uk/publications/strategies/tourism.html	Transport
SEERA- Annual Report (2004-05)	http://www.southeast-ra.gov.uk/publications/annual_report.html	Waste/Transport
The Regional Sustainable Development Framework (June 2001)- A better quality of life in the South East	http://www.southeast-ra.gov.uk/our_work/planning/sus_dev/framework.html	Waste/Transport
Regional Economic Strategy for South East England: 2002-2012	http://www.mkiobservatory.org.uk/download/5q045w2cijvwlyizoavwaw55/496/Regional%20Economic%20Strategy%20for%20SE%20England.pdf	Waste/Transport
South East Plan Consultation Draft (January 2005)	http://www.southeast-ra.gov.uk/southeastplan/plan/view_plan.html	Waste/Transport
State of the Environment; 2004 for South East England	http://www.environment-agency.gov.uk/regions/southern/871496/?lang=_e	Waste/Transport
State of the Countryside Report for the South East Region	http://www.countryside.gov.uk/Publications/articles/Publication_tcm2-25597.asp	Waste/Transport

Plan / programme	Data source	Relevance to Transport / Waste
Managing Water Resources and Flood Risk in the South East	Institute for Public Policy Research- Commission on Sustainable Development in the South East - http://www.ippr.org.uk/ecomm/files/SE%20water%201.pdf	Waste/Transport
Local Plans and Strategies		
A Waste Strategy For Milton Keynes, October 2002 Update	http://www.mkweb.co.uk/waste/documents/Final_waste_strategy_draft_3_.pdf	Waste
Milton Keynes Draft Waste Development Plan Document, August 2005	Hard copy	Waste
Milton Keynes Municipal Waste Strategy, Consultation Draft, August 2005	Hard copy	Waste
Milton Keynes Minerals Local Plan 2001 – 2011 Second Deposit Version	Milton Keynes Council: www.mkweb.co.uk/local%5Fplan%5Freview/DisplayArticle.asp?ID=22888	Waste/Transport
Milton Keynes Local Plan 2001 – 2011 Second Deposit Version	http://www.mkweb.co.uk/local%5Fplan%5Freview/DisplayArticle.asp?ID=16914	Waste/Transport
Milton Keynes, Local Development Scheme 2005-2008	http://www.mkweb.co.uk/local_plan_review/documents/Local_Development_Scheme_2005_-_2008__March_2005_.pdf	Waste/Transport
MK Corporate Plan 2005-08	http://www.mkweb.co.uk/best-value/documents/BVPP20058.pdf	Waste/Transport
MK Draft Housing Strategy 2005-2008	http://www.miltonkeynes.gov.uk/housing%2Dneeds/DisplayArticle.asp?ID=26162	Transport
MK Local Transport Plan 2001/02 to 2005/06	http://www.mkweb.co.uk/transport/documents/local_transport_plan.pdf	Transport
MK Provisional LTP 2006-07 to 2010-11 (Draft, July 2005)	Hard copy	Transport
MK LA21 Strategy (March 2002)	http://www.mkweb.co.uk/la21/documents/LA21Strategyadopted%2Epdf	Waste/Transport
Sustainable Communities: An Urban Development Area for Milton Keynes, A Consultation Paper	http://www.odpm.gov.uk/stellent/groups/odpm_control/documents/contentservertemplate/odpm_index.hcst?n=4508&l=2	Waste/Transport
A Sustainable Integrated Transport Strategy for Milton Keynes, 1999	http://www.mkweb.co.uk/transport/documents/Sustainable_Integrated_Transport_Strategy.pdf	Transport
Buckinghamshire and Milton Keynes Biodiversity Action Plan 2000-2010	http://www.buckscc.gov.uk/countryside/biodiversity/biodiversity_action_plan/contents.stm	
Milton Keynes Landscape Character Study (October 1999)	Landscape Design Associates	Waste/Transport
The Wildlife Corridors of Milton Keynes 1996	Milton Keynes Council, MK Wildlife Corridors Project	Waste/Transport

Table 3.2 – Derivation of Key Sustainability Themes

	Source			Relevance to Appraisal	
Environmental / Sustainability Theme	**National/International**	**Regional**	**Local**	**SEA Topics**	**Relevance to Waste/Transport**
Improve the health and well-being of the population and reduce inequalities in health.	Directive 96/62/EC, EU 6th Environmental Action Plan, Government's Transport Sustainable Development Objectives, PPG17, Environment Agency, New Deal for Transport	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy,	Population, Human Health	Waste/ Transport
Reduce air pollution and ensure air quality continues to improve.	Directive 96/62/EC, A New Deal for Transport (1998), Government's Transport Sustainable Development Objectives, Environment Agency	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan,	Air, Population, Human Health	Waste/ Transport
Reduce noise pollution.	Directive 2002/49/EC Noise, PPG24, PPG23, New Deal for Transport; Government's Transport Sustainable Development Objectives	Regional Sustainable Development Framework, South East Plan	MK LA21 Strategy, Milton Keynes Local Plan,	Air, Population, Human Health	Waste/ Transport
Reduce road traffic and congestion through modal shift to more sustainable transport modes.	PPS11, PPG13, PPG15, A New Deal for Transport (1998), Government's Transport Sustainable Development Objectives,	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan, Corporate Plan, A Sustainable Integrated Transport Strategy for Milton Keynes, LTP 2001-05	Air, Population, Human Health	Waste/ Transport
Reduce crime and the fear of crime.		Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, LTP 2001-05	Population, Human Health	Waste/ Transport
Improve efficiency in land use through the re-use of previously developed land and existing buildings.	UK Sustainable Development Strategy, PPG9, PPG15, A New Deal for Transport	RPG14, Regional Sustainable Development Framework, South East Plan, MKSM SRS,	Milton Keynes Local Plan,	Population, human health, Landscape	Waste/ Transport

Environmental / Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	Local	SEA Topics	Relevance to Waste/Transport
Reduce social exclusion and improve equality of opportunity amongst social groups.	PPG13, PPG17, A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	Regional Sustainable Development Framework, South East Plan,	Milton Keynes Local Plan, LTP 2001-05	Population, human health, Landscape	Waste/ Transport
Improve accessibility and transport links from residential areas to key services and employment areas.	PPG13, PPG17, A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	Regional Sustainable Development Framework, South East Plan,	Milton Keynes Local Plan, LTP 2001-05	Population, human health, Landscape	Waste/ Transport
Raise educational and achievement levels and develop opportunities for everyone to acquire the skills needed to find and remain in work.	Learning and Skills Council Strategic Framework to 2004 Corporate Strategy,	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy,	Population, human health	Waste/ Transport
Improve the vitality of towns and local centres and encourage urban renaissance	PPG6, PPG21, Our Towns & Cities: the future delivering an urban renaissance (2000), Towards an Urban Renaissance (1999), A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	Regional Sustainable Development Framework, South East Plan, Regional Sustainable Development Framework, South East Plan, MKSM SRS,	Milton Keynes Local Plan, MK LA21 Strategy,	Population and Human Health	Waste/ Transport
Reduce waste generation and disposal, achieve sustainable management of waste by developing further Milton Keynes' leading role in waste recycling	Directive 75/442/EEC Waste, National Waste Strategy, PPS10	Regional Sustainable Development Framework, Draft Regional Waste Management Strategy, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan, A waste Strategy for Milton Keynes Update 2002.	Water and Soil	Waste
Protect local water resources and improve the quality of surface and groundwater.	PPG25, PPG23, Environment Agency	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan,	Water and Soil	Waste/ Transport

Environmental / Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	Local	SEA Topics	Relevance to Waste/Transport
Reduce residual waste i.e. waste that cannot be reused, recycled or composted to zero. This is an aspirational aim following the Zero Waste Strategy.		Draft Regional Waste Management Strategy	A waste Strategy for Milton Keynes Update 2002,	Water and Soil	Waste
Treat and dispose of municipal waste within the borough's borders, preventing the importation or exportation of municipal waste from/to distances greater than 30 miles from Central Milton Keynes (Local Self Sufficiency in waste treatment and disposal).	National Waste Strategy, PPS10	Draft Regional Waste Management Strategy	A waste Strategy for Milton Keynes Update 2002,	Water and Soil	Waste
Reduce waste at source (home composting and nappy waste reduction campaigns).	National Waste Strategy, PPS10	Draft Regional Waste Management Strategy	A waste Strategy for Milton Keynes Update 2002,	Water and Soil	Waste
Reduce the use of non-renewable resources and protect local mineral and water.	Directive 79/409/EEC, EU Biodiversity Action Plan for Conservation of Natural Resources, UK Sustainable Development Strategy, UK Climate Change Programme, PPG9, RPG14, A New Deal for Transport, Environment Agency	PPG22, UK Sustainable Development Strategy, Environment Agency, UK Sustainable Development Strategy, Managing Water Resources and Flood Risk in the South East	Milton Keynes Local Plan,	Water and Soil, Climatic Factors	Waste/ Transport
Reduce the risk of flooding.	Water Framework Directive (2000/60/EC), PPG25	RPG9, Managing Water Resources and Flood Risk in the South East	Milton Keynes Drainage Strategy – Development and Flood Risk Supplementary Planning Guidance May 2004,	Climatic Factors, Water	Waste/ Transport
Address the causes of climate change through reducing emissions of greenhouse gases.	A New Deal for Transport, PPG13, PPG22, Government's Transport Sustainable Development Objectives, Environment Agency	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy,	Climatic Factors	Waste/ Transport

Environmental / Sustainability Theme	Source			Relevance to Appraisal	
	National/International	Regional	Local	SEA Topics	Relevance to Waste/Transport
Increase energy efficiency and use of renewable energy sources.	A New Deal for Transport, PPG13, Government's Transport Sustainable Development Objectives, Environment Agency	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan,	Climatic Factors	Waste/ Transport
Protect, enhance and make accessible heritage assets and their settings	PPG15, PPG16, English Heritage Strategy 2005 – 2010	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan,	Cultural, Heritage and Landscape,	Transport
Protect, manage and restore soil resources.	First Soil Action Plan for England, Defra; EU Initiative on Soil Protection; Geological Conservation strategy, English Nature	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan,	Cultural, Heritage and Landscape,	Waste/Transport
Promote protection and enhancement of the countryside and landscape character.	The Countryside and Rights of Way Act 2000; Rural White Paper: Our Countryside: The Future - A Fair Deal for Rural England – Summary; UK Rural Strategy 2004	Regional Sustainable Development Framework, South East Plan,	MK LA21 Strategy, Milton Keynes Local Plan,	Cultural, Heritage and Landscape,	Waste/Transport
Protect and enhance biodiversity and important wildlife habitats	Directive 79/409/EEC, EU Biodiversity Action Plan for Conservation of Natural Resources, UK Sustainable Development Strategy, PPG9, RPG14, A New Deal for Transport, Environment Agency	Regional Sustainable Development Framework, South East Plan, MKSM SRS,	Milton Keynes Local Plan, MK LA21 Strategy, Buckinghamshire and Milton Keynes Biodiversity Action Plan 2000-2010	Biodiversity, Fauna and Flora, Climatic Factors	Waste/ Transport
Maintain high and stable levels of employment	European Funds Objective 3, A New Commitment to Neighbourhood Renewal: A National Strategy Action Plan (2002),	Regional Sustainable Development Framework, South East Plan, MKSM SRS,	MK LA21 Strategy, Milton Keynes Local Plan, MK Corporate Plan	Population	Waste/ Transport

4. BASELINE INFORMATION

INTRODUCTION

4.1 The SEA Directive says that the Environmental Report should provide information on:

> *'relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" and the "environmental characteristics of the areas likely to be significantly affected'* (Annex I (b) (c))
>
> *'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC'* (Annex I (c))

4.2 In addition to the requirements of the SEA Directive, the new statutory SA process requires the collection of additional information on social and economic characteristics of the plan area.

METHODOLOGY

4.3 Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them. Sufficient information about the current and likely future state of the plan area is required to allow the plan's effects to be adequately predicted.

4.4 The ODPM's draft guidance emphasises that the collection of baseline data and the development of the SA framework should inform each other. The review and analysis of relevant plans and programmes will also influence data collection. The collection of baseline data should not be viewed as a one-off exercise conducted at Stage A only. It is likely that further data collection may well be needed at later stages as the SA develops. In deciding what and how much baseline data to collect, the key determining factor will be the level of detail required to appraise the plan against the SA objectives.

4.5 A preliminary set of baseline data has been extracted from a wide range of available publications and datasets. Sources have included, among others, national government and government agency websites, census data, MKi (Milton Keynes Intelligence Observatory), and the South East England Intelligence Network. No primary research has been conducted.

4.6 Baseline information and data have been summarised in this section and are presented in detail in Appendix A. The aim is to give an overview of the economic, social and environmental characteristics of the plan area and how these compare to the region and the rest of the country.

4.7 A summary of the baseline data against each of the SA/SEA objectives is presented in Table 6.2.

BASELINE KEY FEATURES

4.8 Milton Keynes is approximately 50 miles from London, 80 miles from Birmingham and 50 miles from Oxford and Cambridge. The M1 and A5 trunk roads run through Milton Keynes and the M40 is just to the west of Buckingham.

4.9 Milton Keynes was designated as a new town on the 23rd of January 1967 and is the largest new town in England. The Borough of Milton Keynes was formed in 1974 from the former urban and rural authorities of Bletchley, Wolverton, Newport Pagnell and part of Winslow to form six new towns of Bletchley with Fenny Stratford, Newport Pagnell, Olney, Stony Stratford, Woburn Sands, Wolverton and 39 villages.

4.10 In 1997 Milton Keynes Council became a unitary authority, taking over total responsibility for all the local government services in its area of some 30,869 hectares of Buckinghamshire.

4.11 The Borough lies in the north of the county of Buckinghamshire, bordered on the south by the district of Aylesbury Vale. To the north and west lies the county of Northamptonshire and to the east lies Bedfordshire.

4.12 The following sections describe the key baseline conditions of the economic, environmental and social aspects found for the area covered by the Milton Keynes Unitary Authority.

Local Economy and Employment

4.13 Milton Keynes City is one of the main sources of employment in the sub-region, recognised in RPG9 as one of the "powerhouses" of the South East Region. When the new town was designated in 1967, there were 21,350 jobs. Upon completion of all the employment land within the original City boundary, there will be around 136,550 jobs in the City.

4.14 Compared with regional and national statistics, Milton Keynes scores relatively high in new firm registrations, or VAT registrations (50.2 compared with England's 41.8 per 10,000 adult population in 2003).

4.15 The number of enterprises registering for VAT each year gives an indication of the number of business start-ups and closures. In 2003, 845 registered in the Borough. The percentage of new against existing registrations in the Borough, is significantly higher than the regional and national percentages with 11.8% compared to 10.6%. Deregistration in the Borough is only slightly lower by 0.1% than that of the national and regional percentages.

4.16 Unemployment in the Milton Keynes area as recorded between April and May 2005 had risen by 34 claimants to a rate of 1.9%. The rate is below the national average of 2.4% but above the South East Regional rate of 1.4%.

4.17 Jobseekers Allowance (JSA) claimants are higher in Milton Keynes at 2.0% compared with the region's 1.4%, yet lower than the national 2.3%. The trend of JSA claimants in the Borough has gradually decreased from 4.2% in April 1996 to 1.9% in April 2005, reflecting a strong local economy.

Population

4.18 The Borough of Milton Keynes has one of the fastest growing populations in the country. Between 1981 and 2001, its population increased by 64.4%, whereas the population of England increased by only 5.0% (Source: 1981 and 2001 Censuses). Since the designation of the new town in 1967, the Borough's population is now more than three times (361%) what it was then and is estimated to be around 216,850 (MKC estimate for June 2004).

4.19 The Census 2001 indicated that Milton Keynes had a population of 207,057. Furthermore, nearly eight million people live within an hour's drive of Central Milton Keynes. The Borough's population age profile is younger than that for England as a whole, with half aged under 35 years old (the median age). Nationally, half of the population is aged less than 38. The 30-44 year olds in Milton Keynes Borough can be seen as the largest proportion of the population.

4.20 By 2011, the Borough's population is predicted to have a median age of around 36 years, because of migration and births to current residents. The age profile is still predicted to be younger than for England, which is predicted to have a corresponding value of about 41 years for the median. The 40-44 year olds are predicted to be the single largest age band. The number of 50-54 year olds is expected to undergo a large increase in the Borough, and the number of over 60 year olds to experience a very large jump. There is also expected to be a peak in the 25-29 year olds, and a larger 0-4 age group.

Housing

4.21 The weighted overall average price for houses in Milton Keynes for February 2004 was £136,300 compared with the national figure of £148,500 and regional figure of £186,500. The weighted overall price change in February 2004 was 1.6%, compared with a regional change of 0.7% (not including London) and a national change of 0.9% (Hometrack's Monthly National Survey: February 2004).

4.22 The overall percentage of homes built on previously developed land within Milton Keynes is below national targets – just 16% of housing development took place on previously developed land in 2004/05. The percentage dropped from 19% in the previous year but it is still above the local target of 15%.

4.23 The proportion of housing stock classified as unfit in 2003/04 was 32%. This is a higher proportion than the regional figure of 27%. Houses are more affordable in Milton Keynes in comparison to the rest of the UK, with a house price/ earnings affordability ratio of 5.14 in 2002 compared with the national average of 5.30.

4.24 In addition, existing residential areas in Milton Keynes are low density, with a high proportion of single-occupancy dwellings, a trend that looks set to continue.

Human Health

4.25 The Milton Keynes Public Health Annual Report 2002 showed that the leading causes of death in Milton Keynes are the same as in the country as a whole: cancer, heart disease and respiratory disease.

4.26 The proportion of people deemed to have health that is 'not good' is below average (7.11% in the Borough compared to 9.22% in England and Wales), and the number of people with a limiting long-term illness and the number of households with one or more persons with a limiting long-term illness is below the national average (14 and 28 respectively, compared to England and Wales 18 and 34).

4.27 However, life expectancy of females is lower and Standard Mortality Ratios (SMR) are relatively high and above the national average.

Education and Skills

4.28 According to the Census 2001, the percentage of people in the Borough with no qualifications was 12.8% which is higher than the regional figure of 10.8%. The population in Milton Keynes qualified to a degree level or higher is 21.6% which is lower than the regional average of 28.5%.

4.29 In 1998, 34.6% of the Borough's population had a higher than or equivalent to 5 GCSEs at grades A-C. This rose by 13.6% to 48.2% by 2004 - a very sharp increase. The regional increase was by 6.1% from 49.2% in 1998 to 55.3% by 2004.

Crime

4.30 Crime statistics show that the overall rate of crime has increased in Milton Keynes in the last couple of years, with violent crime and general crime increasing since 2002/03 (Milton Keynes Observatory Online). In contrast, the rate of burglary and automotive crime has decreased since 2002/03.

Deprivation

4.31 In terms of indices of multiple deprivation, the overall ranking for Milton Keynes is 204 out of 354 local authorities, where a rank of 1 indicates the most deprived local authority district and 354 the least deprived.

Greenhouse Gas Emissions

4.32 The national home-energy conservation target is for a 30% increase in domestic energy efficiency by 2010. According to the Home Energy Conservation Act 1995, 6th Progress Report, the overall improvements in energy efficiency for the period 1 April 1996 to 31 March 2002 for Milton Keynes was a 12.2% improvement. Although the data are not directly comparable due to different monitoring techniques, Milton Keynes was in the top 20 Authorities of the South East Region, with Woking on the top with a 19.0% improvement and Rushmoor at the bottom with a 2.2% improvement in energy efficiency. Authorities achieving around 12% improvements in domestic energy efficiency are expected to meet the 30% target in the correct timescale.

4.33 A measurement used to assess overall energy efficiency is the standard assessment procedure (SAP). This runs from 1 (highly inefficient) to 100 (highly efficient). According to the BVPI, Milton Keynes has a SAP of 59.9, which was slightly lower than the Regional 60.1.

4.34 Reduction in the amount of both biodegradable waste in landfill sites (production of methane) and unsustainable means of transport (production of carbon dioxide), would also cut greenhouse gas emissions. Both methane and CO_2 are significant greenhouse gases.

Contaminated Land

4.35 Sites that are potential sources of contamination include landfills and derelict industrial sites. In 2001 a database of environmental information was compiled by the Environmental Protection Team. This database included details of some 450 potentially contaminated sites together with a further 206 sites used for storage of petroleum products (62 of which have current petroleum licences). Furthermore, some 2,240 minor sites were included comprising 1,602 former ponds, which are now infilled, and 638 wells and springs many of which are no longer visible.

4.36 Carbon dioxide and methane releases from landfill sites in the Middleton and Broughton areas were identified in the 1990s, migrating beyond the landfill boundaries on to the area of Milton Keynes village. In the mid-1990s vent-trenches were installed around most of the edges of these landfills to prevent further migration of gas and a monitoring programme is ongoing.

Water Quality and Flood Risk

4.37 Biological water quality in Buckinghamshire County's rivers and canals are slightly above average – 42% of the County's waterways were classed as very good in 2003, compared to 38% nationally in the same year. Chemical water quality is below the national average with 19% of the County's waterways being classed as 'very good', compared to 27% nationally. Of the five sites monitored in Milton Keynes, three were 'very good' for biological water quality; whilst chemical water quality was worse, two sites scoring 'fairly good' and one 'poor'.

4.38 The trends of the rivers monitored by the Environmental Agency (EA) show an improvement or no significant change in all but three. Broughton Brook is in poor chemical condition (2001) after having been 'fair' (2000) and even 'fairly good' (1999) according to the EA's classification. Broughton Brook's biological classification in 2000 was 'good'. A declining trend was also observed on the Great Seabrook and Grand Union Canal by 2002. There are three locations being monitored by the EA along the Ouzel. The Ouzel has improved at "Eaton Leys Farm - A421 Road Bridge" from a 'fairly good' classification to a 'good'. One monitoring site stayed the same at "A421 Road Bridge - Confl. Broughton" with a 'good' classification and slight deterioration was recorded at "Stapleford Mill - Eaton Leys Farm" from 'good' to only 'fairly good' in 2001. The Ouzel's biological classification is 'good' for the first location and 'very good' for the two latter locations. The Ouse has remained with a chemical classification of 'good' and has improved its biological classification from 'good' to 'very good' from 1995 to 2000.

4.39 Milton Keynes Borough covers a large part of the upper stretches of the River Great Ouse catchment area. The wetland habitats are found around this river and its tributaries and floodplains. The river has at least a 1% chance of flooding each year in areas without defences. Some areas are also likely to be affected by a major flood, with a maximum expected 0.1% chance per year. There is currently no flood warning in force throughout the Borough.

Air Quality and Noise

4.40 Improvements in air quality were measured in 2004 by comparison to 2003 data.

4.41 Statistics from the main monitoring stations indicate that the Authority is meeting national objectives for all pollutants (benzene, 1,3-butadiene, CO, SO_2 and PM_{10}) with the exception of nitrogen dioxide (NO_2), which was exceeded at some locations adjacent to the M1 motorway. These locations do not have residential properties and therefore an AQMA need not be designated. A slight decrease in annual mean NO_2 concentration from 47.1 micrograms per cubic metre ($\mu g/m^3$) in 2003 to 46.6$\mu g/m^3$ in 2004 at the M1 was recorded and projections suggest it will be around 45.5 $\mu g/m^3$ in 2005.

4.42 There are three Part A industrial sites in Milton Keynes regulated by the Environment Agency. These are Chemetall Plc in Bletchley, which uses organic and inorganic chemicals; Wafer Technology Ltd, which uses inorganic chemicals; and Indium Corporation of America which also uses inorganic chemicals.

4.43 Noise hotspots are generally found at main road networks and isolated noise generators such as airports and railways. Predicted growth in the Borough's traffic would exacerbate these noise hotspots. In 2004-05 there were six noise complaints to the council per 1,000 population, this figure is gradually decreasing. In 2000-01 there were a total of 1,969 complaints which fell to 1,392 by 2004-05.

Landscape

4.44 Milton Keynes has over 180 miles of dedicated bridleways, footpaths and cycletracks.

4.45 The Countryside Agency has identified a set of 'Character and Natural areas'. The Council commissioned the 'Milton Keynes Landscape Character Study 1999' to identify in more detail the landscape character of the Borough. The study is broadly consistent with the character areas in the Countryside Agency's "Countryside Character Map of England" and the Landscape Strategy for Buckinghamshire. It identifies seven landscape character areas within the Borough: Yardley Redge, Ouse Valley, River Tove Lowlands, Shenley Lowlands, Chicheley/Crawley Claylands, Clayland Fringes and Brickhills Redge.

4.46 The Milton Keynes Landscape Character Study 1999 also identified two Areas of Attractive Landscape, the Brickhills and the Ouse Valley, north and west of Newport Pagnell. These are protected through Policy S11 of the Local Plan.

Biodiversity, Flora and Fauna

4.47 The majority of Milton Keynes Borough can be identified as part of a wider "Natural Area" known as the West Anglian Plain, which also includes the clay vales of Bedfordshire, Cambridgeshire and Northamptonshire. To the south, the Brickhills form part of the Bedfordshire Greensand Ridge while higher ground on the northern edge of the Borough falls within the Yardley - Whittlewood Ridge. The Borough also covers a large part of the upper stretches of the Great River Ouse catchment area.

4.48 Currently the Borough has two SSSIs (27.6 hectares) plus small parts of two SSSIs on the Northamptonshire boundary, one LNR at Blue Lagoon, Bletchley, and 16 locally designated Milton Keynes Wildlife Sites (MKWS). Nine of these MKWS sites are also Regionally Important Geological Sites (RIGS).

4.49 Milton Keynes Wildlife Sites (MKWS) are locally designated and meet a set of agreed criteria. They are equivalent to the "County Wildlife Site" designation used by many other local authorities. At present there are only 16 MKWS, nine of which are also considered Regionally Important Geological Sites (RIGS). Local designations also include Wildlife Corridors which are given the same protection as MKWS, and consist of wetlands, woodland, railway, and road corridors. The remaining category of Local Designation is Local Wildlife Sites, of which there are approximately 200 in the Borough.

4.50 The Buckinghamshire and Milton Keynes Biodiversity Action Plan partnership has prepared Habitat Action Plans for 12 priority habitats that occur in the County of Buckinghamshire and three species Action Plans.

Cultural Heritage

4.51 Though Milton Keynes City itself has very little in the way of history or heritage, the Borough has an important historical, social and cultural background. Within the Borough there is a rich heritage of ancient historical sites, buildings and areas of special architectural or historic interest, and a number of historic parks and gardens.

4.52 Local authorities designate Conservation Areas based on a site's special architectural or historic interest. There are currently 26 Conservation Areas in the Borough. The council is currently considering the following three areas for possible designation as Conservation Areas: Little Brickhill and Woburn Sands.

4.53 English Heritage has compiled a register of Parks and Gardens of Special Historic Interest. Milton Keynes Borough has three parks identified – at Chicheley, Gayhurst and Tyringham.

Waste Management

4.54 Household waste generation has shown a considerable increase in recent years. Domestic waste production has increased from 85,772 tonnes (0.44 tonnes per person) in 1995/96 to 107,356 tonnes (0.50 tonnes per person) in 2001/02. Municipal waste generation has grown by an average annual increase of 2.5% from 2001/02 to 2004/05, whilst population has increased by an average of 0.6% per year.

4.55 The Draft Regional Waste Management Strategy 2004 sets an objective of limiting waste growth to 1% per annum by 2010 and 0.5% by 2020. This presents a challenge for Milton Keynes due to the high rate of population and housing growth.

4.56 Compared to national statistics, the borough performs above average in composting (5.8% in Milton Keynes in 2003/04 and 2.6% in England in the same period); and recycling (18.2% in Milton Keynes in 2003/04 and 13.05% in England in the same period). The ambitious targets of 33% of household waste to be recycled or composted by 2003/04 and 36% by 2005/06 set out in the MK Waste Strategy 2002

were revised to 30% for 2005/06 and 32% for 2007/08 in the MK Corporate Plan 2005/08. In 2004/05 MK Council had a recycling and composting rate of 26.5%.

4.57 The Council is subject to the Landfill Allowance Trading Scheme (LATS), which commenced in April 2005. It is planned to landfill 63,863 tonnes of biodegradable municipal waste (BMW) in 2005/06 with 66,028 allowances available for this period. The number of allowances decreases with time, based on the targets that the UK must meet. According to the draft MK WDPD forecast the Council will have 75,926 tonnes of BMW not covered by landfill allowances by 2020. If no change in waste management were to take place this would subject it to annually increasing fines from £250 in 2006/07 to over £11million in 2019/20.

4.58 Milton Keynes relies heavily on disposal of waste to landfill with 73.2% (83,588 tonnes) of household waste landfilled in 2004/05. The percentage dropped from 76% in 2003/04. However, further progress needs to be made to achieve the targets of 70% in 2005/06 and 68% in 2007/08. This may be challenging in the light of expected waste generation.

4.59 No waste in Milton Keynes is currently used for energy recovery and there are no plans at present for energy recovery facilities.

4.60 A wide range of industrial sectors are represented in Milton Keynes, including Electronics, Food and Beverages, Chemicals, Plastics, General Engineering, Stationery and Printing. According to the Environmental Agency, there are five sites in Milton Keynes where waste is transferred off-site for disposal or recovery. These include the Open University which uses radioactive substances, Chemetall Plc in Bletchley, Wafer Technology Ltd, Indium Corporation of America and Milton Keynes Paint Ltd.

Transport

4.61 Milton Keynes is highly dependent on the car as a means of travel. In 2001, car ownership rates in Milton Keynes were 0.51 cars per resident or 1.26 cars per household. This rate is between 10-15% higher than the national average, and is a similar rate to affluent and predominantly rural districts. However, the rate is much higher than other urban centres with a similar population.

4.62 In 2001, 36.3% of households owned two or more cars compared to the national average of 29.4%[6]. The 2001 figures show that 19% of households within the borough did not have access to a car.

4.63 Between 1991 and 2001 the percentage of people using cars for their journey to work increased from 77% to 82%[7]. However, more recent trends have shown a continuing increase in the number of car trips, but at a slower rate than nationally.

4.64 Currently the Grid Road network is operating reasonably well with some localised peak hour congestion. However this situation is forecast to change substantially with the significant growth planned for Milton Keynes over the next 25 years. By 2011

[6] Source: Census 2001

[7] Source: Census 2001

there is forecast to be 28% more traffic than in 2001, even with public transport usage increasing significantly[8].

4.65 Bus usage has increased steadily since 2000, after a period of decreasing bus usage in the years previous. For the year 2003/04, there was a 5% increase in the number of people using buses over the previous year. However, bus user satisfaction has recently fallen from 41% in 2000/01 to 38% in 2003/04[9].

4.66 Cycle usage is increasing. Since 2000, the number of cycles parked in Central Milton Keynes has increased by 27%[10]. There is also evidence of a more recent increase in the number of people walking to work, as recent surveys recorded an increase in the number of inbound walkers to central Milton Keynes between 2003 and 2004. This goes against a historical trend of decreasing numbers of walkers, illustrated by the fact that numbers of walk trips to work decreased from 7% to 6% between 1991 and 2001[11].

4.67 Road safety statistics have improved significantly in recent years. From the 1994-98 baseline years, the number of people killed or seriously injured has decreased by 30% and the number of children killed or seriously injured has decreased by 38% by 2003/04.

4.68 The number of households within 800 metres of an hourly or better bus service has remained constant at 77% between 2001/02 and 2003/04.

4.69 The percentage of pupils walking and cycling to school has fallen from 60% in 2001/02, to 58% in 2004/05. However, between 2003 and 2004, the percentage of pupils using cars and walking fell by 3% and 1% respectively, whilst the percentage using buses and cycling increased by 2% and 1% respectively.[12] Numbers of schools with Travel Plans have increased from none in 2001/02 to 14 in 2004/05.

[8] Source: Provisional Local Transport Plan 2006-07 to 2010-11, MKC

[9] Source: ODPM/NOP Survey (2003/04) to Best Value Indicators

[10] Source: CMK Cycle rack surveys 2000-04

[11] Source: Census 1991 and 2001

[12] Source: Milton Keynes Local Transport Plan, Annual Progress Report, 2005

5. KEY SUSTAINABILITY ISSUES

INTRODUCTION

5.1 The SEA Directive states that the Environmental Report should provide information on:

> *"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC"* (Annex I (c))

METHODOLOGY

5.2 Key environmental/sustainability issues and problems that may affect the Milton Keynes LTP2 and waste management plans were identified through the review of published documents, other relevant plans and programmes, and analysis of existing available data. These are summarised in Table 5.1. Opportunities for addressing these issues and problems via the plans were also identified and presented in the same table.

PRELIMINARY CONCLUSIONS

5.3 This review indicates that there are a number of significant sustainability issues in Milton Keynes which are directly relevant to transport and waste, which the LTP2 and waste management plans should be able to address. These include the rapid population growth experienced and predicted to continue in Milton Keynes contributing to related issues addressed in the plans such as increasing amounts of waste and increasing levels of traffic and congestion.

5.4 Social issues identified include existing problems such as:

- deprivation;
- disadvantaged areas;
- accessibility to services and public transport
- the recent rise in crime; and
- the mortality level (which is higher than the national average)

5.5 Addressing these social issues may require mitigation measures in the plan.

5.6 Environmental issues identified as relevant to the plans include:

- the possibility of a future problem with air quality;
- the increase in the number of species that are declining or becoming rare;
- the importance of protecting locally valued habitats;
- considerations of flood risk and water quality;
- the low proportion of housing built on previously developed land;

- the increase in traffic, congestion, waste and population; and
- the limited use of renewable energy in the borough.

5.7 Consideration of these environmental issues may influence measure/scheme design, or where avoidance of adverse impact is not possible, appropriate mitigation measures can be implemented. Alternatively, measure/scheme design may be proactive in the protection of valuable environmental assets and incorporate habitat enhancement options.

5.8 Economic issues identified as relating to all three plans include the lack of employment diversity and reliance on service jobs, as well as the current low level of housing condition and affordability.

Table 5.1 – Key Sustainability Issues

Key Issues	Plan Implications / Opportunities	SEA Topics
Rapid Growth The historically high growth rates of Milton Keynes are predicted to continue, and according to the ODPM, the potential for growth to 2031 is up to 300,000 jobs and 370,000 homes. In 2003 the Government pledged £164m funding over 3 years for the development of the MK / South Midlands sub-region. This was further supplemented in March 2005 when the Government announced an additional £235m of funding over the period 06/07 and 07/08, to provide housing and infrastructure to support key growth areas in the UK, including MK.	Rapid economic growth can threaten the environment by depleting natural resources and putting excessive burden on assimilating capacity of natural ecosystems. It can also place additional burdens on waste and transport systems specifically and plans in these sectors will need to cater for this.	Population, material assets, biodiversity, soil, water, air
Localised deprivation and disadvantage Despite Milton Keynes' striking economic success and prosperity, localised deprivation and disadvantage still persists. The ODPM's "Index of Multiple Deprivation 2004" shows that a number of wards in Milton Keynes fall within the most deprived 10% of wards in the UK.	Poverty and social exclusion problems should be tackled in areas of need, with an aim to reduce the inequalities between different parts of the borough. The LTP should encourage improved accessibility to services and employment in areas of deprivation. Waste plans should seek to provide accessible community waste facilities for all residents across the borough.	Population and human health
Recent rise in crime Crime statistics show that the overall rate of crime has increased in Milton Keynes in the last couple of years, with violent crime and general crime increasing since 2002/03. In contrast, the rate of burglary and automotive crime has decreased since 2002/03.	Both type of plans (Waste and Transport) should encourage measures to improve community security by reducing crime and fear of crime. (For further analysis refer to Tables 7.2 and 8.1).	Population

Key Issues	Plan Implications / Opportunities	SEA Topics
Health and Mortality Levels At 7.1%, the proportion of people deemed to have health that is 'not good' of is below the UK average of 9.2%. However, standard mortality rates are higher.	Reasons for comparatively high mortality rates, while general public health is good, need to be investigated. The LTP should encourage measures (such as improved cycleways and walkways) to improve health and recreational opportunities. (Road safety is covered in Table 8.1).	Population
Remaining habitats are highly valued In addition to nationally designated conservation sites, there are a number of new habitats that were created in the development of the city, such as linear parks and road corridors. Although some habitats have been lost, there are a number of local designations to protect locally valued habitats.	Existing habitats should be maintained and enhanced wherever possible, and the creation of new wildlife habitats in new developments should be encouraged. The LTP should protect designated and locally valued sites from the effects of transport schemes. Opportunities should be investigated to improve connectivity of species and habitats previously fragmented by transport schemes. Waste plans could include provision for initiatives to restore waste management sites, such as landfill, to provide additional wildlife habitat in the borough.	Biodiversity, flora, fauna
Growing number of species are declining or becoming rare The West Anglian Plain Natural Area, of which Milton Keynes is a part, has many habitats and associated species which are of national, and in some cases international importance. However, a growing number of species are undergoing rapid decline or have become rare.	Identify 'critical' natural capital, loss of which is not justified by any social/economic means. Both type of plans (Waste and Transport) should aim to protect and enhance existing biodiversity and natural habitat, and to encourage the creation of new wildlife habitats.	Biodiversity, flora, fauna

Key Issues	Plan Implications / Opportunities	SEA Topics
Areas of degraded water quality Water quality varies over the Borough with grades ranging from poor to good in 2002. The Environment Agency monitoring shows that chemical water quality of all rivers in the Borough is not stable and a declining trend has observed on the Great Seabrook, Grand Union Canal and some parts of Broughton Brook since 2002.	Encourage the maintenance and improvement of surface water quality through improved management of point and diffuse sources of pollution. LTP and Waste plans play a vital role in addressing diffuse sources of water pollution through implementation of appropriate drainage systems and pollution control measures.	Water
Consideration of flood risk Moderate and significant chances of flooding are mainly associated with the River Ouzel. Flood defences have been upgraded to protect against a 1 in 100 year flood, and provide adequate protection. However, it is likely that floodplain boundaries may be extended as a result of ongoing modelling to reflect current thinking and the effect of climate change.	Both type of plans (Waste and Transport) should encourage opportunities to minimise the risk to people and properties from flooding through appropriate land use planning and drainage design.	Water, population, material assets
Rising amounts of waste Milton Keynes' municipal waste arisings have grown by an average annual increase of 2.5% from 2001/02 to 2004/05, caused by a range of factors, including changing demographics and social behaviour (e.g. increase in consumption, packaging, etc) and a growth in the amount of commercial and industrial waste, which is collected by the Council and included in the household waste stream MK relies heavily on disposal of waste to landfill with 73.2% (83,588 tonnes) of HH waste landfilled in 2004/05. There is only one landfill, Newton Longville, within the boundary of MK accepting household waste. It has a relatively large capacity with a life until about 2015. However, it cannot take all household waste from MK.	Pressures from new legislation make diversion of waste from landfill a key issue. Both type of plans (Waste and Transport) should consider the need to reduce the amount of waste requiring final disposal through waste minimisation and increasing (in order of priority) the proportion of waste reused, recycled, composted and recovered. Since a significant percentage of waste will continue to be landfilled, it is necessary to ensure that adequate provisions for waste disposal in the Borough or the neighbouring counties are in place. The existing contracts with landfill operators might need to be revised taking into account the effects of the Landfill Directive as part of the Waste plans development. The waste planning objective for self sufficiency in the borough is desirable, but it may be better to pursue options for achieving improved efficiency in waste management activities through joint working with neighbouring authorities.	Soil, landscape

Key Issues	Plan Implications / Opportunities	SEA Topics
Potential future problems with air quality Although there are no designated Air Quality Management Areas in the borough, future growth in traffic volumes may cause air quality standards to be exceeded in certain areas.	Both type of plans (Waste and Transport) should aim to protect and improve the current level of air quality to protect human health. The LTP should encourage opportunities to enhance public transport, reduce car usage, improve walking and cycling links, and promote sustainable modes of transport with an aim to reduce congestion and air pollution. (For further analysis refer to Table 8.1).	Air, climatic factors, population and human health
High road traffic growth Traffic forecasts suggest that in 20 years time, road traffic in the UK will be between 22% and 46% higher than present. For Milton Keynes, equivalent forecasts are between 47% and 73% higher than present.	The LTP should encourage a reduction in road traffic growth and facilitate a modal shift to more sustainable modes of transport (for further analysis refer to Table 8.1).	Air, climatic factors and human health
Increasing levels of congestion Milton Keynes was designed around the car, with wide and well designed roads. But these are now beginning to show signs of congestion. Traffic congestion is worst during the peak periods and is mainly caused by commuter traffic. Since most employment is, and will continue to be, within the City, particularly the City centre, congestion and pollution problems will continue to be concentrated in this area.	The LTP should encourage methods aimed at reducing road traffic growth and facilitate a modal shift to more sustainable modes of transport with subsequent alleviation of congestion, air pollution and other knock-on effects (for further analysis refer to Table 8.1).	Air, climatic factors, material assets and human health
Improving access to services with better public transport The more deprived parts of Milton Keynes have people with the greatest need but resource levels are often under the greatest strain and accessibility to jobs and services is poor. This has implications on revenues and benefits.	The LTP should encourage measures to increase accessibility to services for all groups of the community. (for further analysis refer to Table 8.1).	Population, Human Health and material assets

Key Issues	Plan Implications / Opportunities	SEA Topics
Noise In 2004-05 there were six noise complaints to the council per 1,000 population; this figure is gradually decreasing. In 2000-01 there were a total of 1,969 complaints which came down to 1,392 by 2004-05. While no noise mapping data is available at present, noise hotspots are expected along the main road networks and isolated generators (such as airports and railways). Predicted growth rates in traffic could accentuate hotspots.	Both type of plans (Waste and Transport) should encourage measures to minimise ambient noise and use best practice techniques to avoid, remedy or mitigate against adverse noise impacts. The LTP should encourage more sustainable modes of transport to reduce and over-reliance on the car, with an aim to reducing levels of traffic growth and associated noise impacts. (for further analysis refer to Table 8.1).	Population and human health
Low renewable energy use The Borough sourced only 0.1% of its energy needs from renewable energy in 1999. In the South East 0.65 per cent of electricity generation were from renewables in 2002 and the national figure was 3 per cent in the same year. There is some concern that development of renewable energy infrastructure (e.g. wind mills) might have adverse visual and amenity effects	Both type of plans (Waste and Transport) should aim to substantially increase the proportion of energy both purchased and generated from renewable and sustainable sources. The council's policy of 'no incineration' precludes some options for generation of energy from waste.	Air, climatic factors
Contaminated land According to the 2001 database there are 450 potentially contaminated sites together with a further 206 sites used for storage of petroleum products (62 of which have current petroleum licences) Sites that are potential sources of contamination include landfills and derelict industrial sites.	Both type of plans (Waste and Transport) must ensure that any new development that occurs includes provision for assessment and if required remediation of contaminated land as appropriate. Opportunities to encourage positive action to use land that otherwise would not have been developed. In accordance with the proximity principle and self sufficiency for waste management, the waste plans should consider treatment options for contaminated soils to facilitate reuse of brownfield sites.	Soil

Key Issues	Plan Implications / Opportunities	SEA Topics
Greenfield / brownfield site development Current level of housing built on previously developed land is low at 19% compared to a regional average of 81.6%.	Both type of plans (Waste and Transport) should ensure, where possible, that new developments occur on derelict, vacant and underused previously developed land and buildings. Waste plans should promote minimisation of construction and demolition waste through supporting opportunities for reuse / redevelopment of existing built assets and infrastructure (refer to Table 7.1 for further detail on construction best practice).	Material Assets, Landscape
Unemployment rates The unemployment rate of 1.9% is below the UK average of 2.4%, but above the regional average of 1.4% for the south east.	Opportunities for employment in developing infrastructure for waste recycling/reuse and public transport. The LTP should encourage measures to increase accessibility to employment opportunities across the entire area of Milton Keynes.	Population
Housing condition and affordability The proportion of housing stock classified as unfit in 2003/04 was 32%. This is a higher proportion than the regional figure of 27%. Houses are more affordable in Milton Keynes in comparison to the rest of the UK, with a house price/earnings affordability ratio of 5.14 in 2002 compared with a national average of 5.30. The Stock Condition Survey 2004 shows that around half of the stock does not meet the Standard. The Council also has to meet the Government's Decent Homes target in the Private Sector.	Working with partners to increase the supply of affordable housing; more affordable housing for those in need. New homes in Milton Keynes need to be carefully planned and well-designed. New housing development should incorporate sustainable design in support of waste plan objectives for disposal in accordance with the council's waste hierarchy. The LTP can also contribute to the sustainability of new housing development through provision of accessibility to public transport and other modal alternatives to the use of private vehicles. Existing homes must not be forgotten – improvement, regeneration and management of existing homes are just as important as building new homes. The Council needs to bring its own housing stock up to the Government's "Decent Homes" standard by 2010.	Material Assets

6. SUSTAINABILITY APPRAISAL FRAMEWORK

INTRODUCTION

6.1 The SEA Directive does not specifically require the use of objectives, indicators or targets in the SEA process, but they are a recognised way in which environmental / sustainability effects can be described, analysed and compared and their use is advocated in SEA guidance. Defining SEA objectives before the plan is written can help to provide an early indication of the key issues that are likely to require particular attention in the plan making process.

6.2 A framework of SA/SEA objectives, indicators and targets comprises the key component in completing the remaining stages of the SA/SEA, providing a systematic and easily understood tool around which to structure both supporting information and the prediction and assessment of environmental/sustainability effects arising from the implementation of the LTP2 and waste management plans.

METHODOLOGY

6.3 A draft SA/SEA framework has been developed using an iterative analytical process, based on the review of relevant plans and programmes, the evolving baseline, and developing analysis of key problems and opportunities. This work has been informed throughout by the results of previous SA/SEA work at the local and regional level, in particular the SAs of the Milton Keynes Local Plan, the Regional Transport Strategy and the Draft Regional Waste Management Strategy.

6.4 The draft SA/SEA framework is presented in Table 6.1. A set of 20 draft SA/SEA objectives has been developed for the combined LTP2 and waste management plans appraisal, with preliminary indicators suggested for each objective. A single headline indicator has also been suggested for each objective. As the SA/SEA progresses it is likely that the set of indicators will be refined down to a subset of those suggested. The availability and accuracy of data on both current status and trends, as well as the availability of current or anticipated targets, will play an important part in this process of refining indicators. Developing a good balance of appropriate and reliable indicators across the set of SA/SEA objectives will be critical in the development of an effective but also practical monitoring programme.

6.5 The set of draft indicators presented in Table 6.1 has been developed with the intention of forming a firm foundation for further development and refinement in the sector specific appraisal frameworks. At this stage it has not been considered appropriate to include targets for the indicators.

Table 6.1 – Draft SA/SEA Framework

Key to Data Availability for Indicators

Bold = Known data for Milton Keynes Borough

Italic = Known data for SE Region

Underlined = Data for Borough and SE Region currently unknown

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
Social				
1	To improve the health and well-being of the population and reduce inequalities in health	**Life expectancy**	**Life expectancy**	Human health, population
			Standard mortality ratios	
			% of people who describe their health as not good	
			% of people who describe their health as good	
			Suicide mortality rate	
			BVPI 99 - Road casualty rate (killed or seriously injured - KSI)	
2	To reduce crime and the fear of crime	**Overall Crime Rates**	**Overall Crime Rates**	Human health, population
			Buses fitted with CCTV	
			Violent offences committed in public places per 1,000 pop.	
			Burglary offences per 1,000 households	
			Vehicle Crime per 1000, population	
			Robberies per 1,000 population	
3	To reduce social exclusion and improve equality of opportunity amongst social groups	**Indices of deprivation**	**Indices of Deprivation – overall rank**	Human Health, Population
			Rank of Income Scale	
			Rank of Employment Scale	
			Disability Living Allowance	
			Attendance Allowance	
4	To improve accessibility and transport links from residential areas to key services and employment areas.	% of population within 1km of public transport links	% of urban and rural residential population within walking distance of key services	Human health, population
			% of people of working age, within 30 minutes of work by public transport	
			% of new development within 1km of main employment areas	
			% of new residential development within 1km of good public transport links	
			% of new commercial development within 1km of good public transport links	
			Access to services for disabled people	
			BVPI 165 - Pedestrian crossings with facilities for disabled people	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
			Proportion of low floor vehicles in the bus fleet (%)	
			ha of accessible green space per 1000 people (proposed by English Nature)	
Environmental				
5	To reduce air pollution and ensure air quality continues to improve	Levels of main air pollutants	**Levels of main pollutants for national air quality targets**	Air
			Number of days of air pollution	
			Number of PPC installations	
6	To reduce noise pollution	Noise levels	Noise levels	Noise
			Statistics re: noise complaints	
7	To reduce road traffic and congestion through a modal shift to more sustainable transport modes	**Composition and volume of road traffic**	Road traffic volumes	Population, Human health, Air, Climatic Factors
			Number of car trips (Census)	
			% change in road traffic volume	
			Change in peak period trwffic flows to urban centres (LTP)	
			Annual average flow per 1,000km of principal roads	
			Vehicle kilometres per average weekday	
			Congestion (vehicle delay)	
		Modal split	**Number of passenger journeys made on local buses**	
			Travel to work, by mode	
			BVPI 102: Number of passenger bus journeys	
			No. of daily work journeys by bus (LTP)	
			Number of passenger rail journeys	
			% households without a car	
8	To improve efficiency in land use through the re-use of previously developed land and existing buildings,	% of new development built on previously developed land	**% of new housing built on previously developed land**	Cultural Heritage, Landscape
9	To reduce waste arisings and increase reuse, recovery and recycling.	**% of municipal waste generated disposed of to landfill**	**Household and amenity waste generated per year (tonnes)**	Soil, Water
			Kg of household waste collected per head	
			% recycled	
			% composted	
			% landfilled	
			Amount of biodegradable municipal waste sent to landfill (tonnes or % of total)	
		% of total waste arisings generated from commercial,	Commercial and industrial waste generated per year	
			Construction and demolition waste generated per year	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
		construction and demolition waste streams	Mine and quarry waste generated per year	
			Agricultural waste generated per year	
10	To protect local water resources and improve the quality of surface and groundwater	**Biological & chemical water quality**	**% of watercourse classified as good or fair biological quality**	Soil, Water
			% of watercourse classified as good or fair chemical quality	
			Groundwater quality	
			Number of new developments incorporating SUDS	
			BVPI 217 (introduced 2005/06): % of pollution control improvements to existing installations completed on time	
			Number of sites confirmed contaminated	
			Average domestic water consumption (l/head/day)	
11	To reduce the risk of flooding	Extent of floodplain	No. of planning permissions with sustainable drainage installed	Water, soil
			Extent of floodplain changing due to development	
			No. of development schemes in flood risk areas	
12	To address the causes of climate change through reducing emissions of greenhouse gases (GHG).	Emissions of greenhouse gases	GHG emissions by sector and per capita emissions (tonnes per year)	Climatic factors
			Vehicle miles travelled per year	
13	To increase energy efficiency and use of renewable energy sources	Energy consumption per capita	Domestic gas consumption	Climatic factors
			Industrial gas consumption	
			% of Renewable Energy	
			Energy consumption per capita	
			BVPI 63 – Energy efficiency of council housing stock	
			Energy Conservation	
			Proportion of council and bus fleets using alternative fuel technology	
14	To protect and enhance biodiversity and important wildlife habitats	Number, area and condition of designated sites	**Population of species**	Biodiversity, Flora and fauna
			Type, area and condition of designated sites affected by transport and waste management development proposals	
			Area and condition of local priority habitats affected by transport and waste management development proposals	
			Woodland coverage (%of borough)	
15	To protect, enhance and make accessible heritage assets and their settings	Condition of heritage assets	**Area and condition of Conservation Areas**	Cultural heritage and landscape
			No. of Listed Buildings and proportion at risk.	
			Number of known (and unknown) archaeological sites affected by transport and waste management development proposals.	
			% of buildings in Conservation Areas in poor condition	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
			% scheduled ancient monuments in poor condition	
			% area of historic parks and gardens in poor condition	
			Local Environmental Quality: BVPI 199 Cleanliness	
16	To protect, manage and restore soil resources	Soil quality and condition of geological sites	Proportion of contaminated and cleaned-up land	
			Area of (agricultural) soils lost to development	
			Soil damaged by muddy floods/ loss of soil by water-driven erosion	
			% of new housing on previously developed/clean-up land	
			% of new business development on previously developed land or through conversions of existing buildings	
			Area of grade 1 & 2 agricultural land	
17	To promote the protection and enhancement of the countryside and landscape character	Quality of countryside / landscape	Condition of landscape / countryside area used for recreational purposes	
			Proportion of lost attractive countryside/landscape	
			Number of new rights of access to mountain, moor, heath, down and registered common land	
			Number of new routes (rights of way legislation)	
Economic				
18	To improve the vitality of towns and local centres and encourage urban renaissance	**Town Centre Health Check**	**Town Centre Health Check**	Material Assets
			Proportion of urban open space	
			New firms registrations	
			Number of business applications granted planning consent	
			No. of businesses financially assisted through the Council	
			Vacant industrial/commercial floorspace	
19	To maintain a strong local economy	**Total economic output**	**Productivity**	
			Number of VAT registered businesses	
			Survival rates for VAT-registered businesses	
			The % change in the total number of VAT registered businesses	
			New firms: registrations	
			Number of economic sectors represented in the area	
20	To maintain high and stable levels of employment	**Unemployment rates**	Employment rate per 1,000 population	Population
			% of population of working age	
			Unemployment (number of claimants)	
			% of unemployed, based on economically active	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	SEA Topics
			% of population claiming Jobseekers Allowance (JSA)	
			Percentage of population of working age that are economically active	
			Job Density	

SA BASELINE SUMMARY

6.6 The SA/SEA framework is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SA/SEA framework. Determining the significance of predicted effects is perhaps the most critical task in the SA/SEA. The picture that the baseline presents in terms of the SA/SEA framework is the starting point for this.

6.7 Table 6.2 presents a preliminary analysis of the fundamental characteristics of the baseline (current conditions, current trends, and sensitivity to change) against the draft SA / SEA objectives using a simple three-point normative scale as follows:

- Current Conditions – good/moderate/poor;
- Current Trends – improving/stable/declining;
- Sensitivity to Change – high/medium/low

6.8 Sensitivity to change in the context of SA/SEA represents the extent to which, for instance, ecological thresholds may be close to being breached or carrying capacity exceeded, such that relatively small changes might be likely to induce disproportionately large effects, which in some instances might have wide-ranging and/or unexpected consequences. An example might be the decline of a particular wildlife population below the level at which it is viable in a particular habitat.

6.9 The quality of the information base gives an indication of the certainty with which the other three parameters are known, and this is presented in Table 6.2 using a similar colour-coded three-point scale (high/medium/low).

Table 6.2 – SA/SEA Baseline Summary

		Local Baseline				
	Draft SEA Objective	*Cond*	*Trend*	*Sensitivity*	*Info Qlty*	*Commentary*
Social						
1	Improve the health and well-being of the population and reduce inequalities in health	Good	Stable	Low	High	The proportion of people deemed to have health that is 'not good' is below average (7.11% in the borough compared to 9.22% in England and Wales), and the number of people with a limiting long-term illness / the number of households with one or more persons with a limiting long-term illness is at 14 and 28 respectively, compared to 18 and 34 for England and Wales. However, life expectancy of females is lower and Standard Mortality Ratios are higher than the national average.
2	Reduce crime and the fear of crime	Mod	Decl	Med	High	Crime statistics show that the overall rate of crime has increased in Milton Keynes in the last couple of years, with violent crime and general crime increasing since 2002/03. In contrast, the rate of burglary and automotive crime has decreased since 2002/03.
3	Reduce social exclusion and improve equality of opportunity amongst social groups	Mod	Stable	Med	Med	Despite Milton Keynes' striking economic success and prosperity, localised deprivation and disadvantage still persists. The ODPM "Index of Multiple Deprivation 2004" shows that a number of wards in Milton Keynes fall within the most deprived 10% of wards in the UK.
4	Improve accessibility and transport links from residential areas to key services and employment areas.	Mod	Decl	High	Med	More than any other city in the UK, Milton Keynes was designed around a grid road system with wide and well designed roads. But these are beginning to show signs of congestion. Most of the population (about 77%) uses private cars to commute to work. In the deprived parts of MK accessibility to jobs and services is poor. Policies aimed to facilitate modal shift to more sustainable modes, to integrate deprived parts of MK with its more prosperous parts and to provide the community with access to jobs, essential services and desirably to recreational facilities should be encouraged.
Environmental						
5	Reduce air pollution and ensure air quality continues to improve	Mod	Impr	Med	High	Improvements in air quality were observed in the borough in the past year. The authority is meeting national objectives in all air pollutants with the exception of nitrogen dioxide where exceedences are experienced at some locations adjacent to the M1 motorway. However, as there are no sensitive receptors at these locations there is no requirement for designation of AQMAs.
6	To reduce noise pollution	Mod	Impr	Low	Low	Traffic forecasts suggest that in 20 years time, traffic in the UK will be between 22% and 46% higher than it is now. For Milton Keynes, traffic forecasts predict an increase of between 47% and 73% over the same period. Predicted growth in the borough's traffic would accentuate known noise hotspots. The total number of noise complaints to the council decreased from 1,969 in 2000-2001 to 1,392 in 2004-2005.
7	Reduce road traffic and congestion through a modal shift to more sustainable transport modes	Poor	Decl	Med	High	Traffic congestion is worst during the peak periods and is mainly caused by commuter traffic. Since most employment is, and will continue to be, within the city, particularly the city centre, congestion and pollution problems will continue to be concentrated in this area. Past trends for modal split have been for the proportion of journeys to work made by car to increase and for the proportion made on foot, bicycle, and by public transport to fall.
8	Improve efficiency in land use through the re-use of previously developed land and existing buildings	Poor	Decl	Med	Med	The amount of housing built on previously developed land in Milton Keynes (19%) is low in comparison to trends for the South East region (81%) and has even recently decreased in the past year. Government Estimated levels of housing growth for Milton Keynes show that by 2016, Milton Keynes will grow by an additional 35,100 homes.
9	Reduce waste arisings and increase reuse, recovery and recycling.	Mod	Decl	High	High	Household waste arisings have shown a considerable increase in recent years. Domestic waste production has increased from 0.44 to 0.50 tonnes per person in the period 1996 to 2002. The MK household waste arisings have grown by an average annual increase of 1.9% from 2001/02 to 2004/05, while the population annual increase made up 0.6% in the same period. Milton Keynes relies heavily on disposal of waste to landfill with 73.2% of household waste landfilled in 2004. The percentage dropped from 76% in 2003. However, further progress needs to be made to achieve the targets of 70% in 2005/06 and 68% in 2007/08. No waste in Milton Keynes is currently used for energy recovery.
10	Protect local water resources and improve the quality of surface and groundwater	Mod	Impr	Med	Med	Of the five sites monitored in Milton Keynes by the Environment Agency, three were considered to have very good biological water quality, while chemical water quality was somewhat worse with two sites scoring fairly good and one poor.
11	Reduce the risk of flooding	Mod	Stable	Low	Low	There are currently no flood warnings in force in the borough. Wetland habitats are found around the River Ouse, its tributaries and floodplains. Plans for restoration of an 80 hectare site in the Ouse Valley Park will provide ecologically valuable habitat and an additional 460,000 m3 of floodplain storage capacity.
12	Address the causes of climate change through reducing emissions of greenhouse gases (GHG).	Mod	Impr	High	Low	Authorities, such as MK, achieving around 12% improvements in domestic energy efficiency are anticipated to meet the 30% target by 2010 i.e.- in the correct national timescale.
13	Increase energy efficiency and use of renewable energy sources	Mod	Impr	Med	Med	BVPI 63 assesses energy efficiency of the housing stock using the standard assessment procedure (SAP). Results range from 1 (highly inefficient) to 100 (highly efficient). The 2003/04 score for Milton Keynes was 57.0, which was slightly lower than the regional average of 60.1.
14	Protect and enhance biodiversity and important wildlife habitats	Mod	Stable	Low	Low	Local designations include the Milton Keynes Wildlife Sites (MKWS) and Wildlife Corridors which are given the same protection as MKWS and consist of wetlands, woodland, railway, and road corridors.
15	Protect, enhance and make accessible heritage assets and their settings	Mod	Stable	Med	Low	The heritage of the area of MK is good, stretching from the Prehistoric monuments through to archaeology of World War 2. There are currently 25 Conservation Areas and over 1000 listed buildings in the borough. Transport infrastructure should be respectful of the character and appearance of historical areas and buildings, increasing access to them without having a detrimental effect.
16	Protect, manage and restore soil resources	Mod	Stable	Med	Low	Only 1% of the region's workforce is currently employed in the agricultural sector. A total of 365 ha of new woodland have been planted in Milton Keynes new town since 1971.
17	To promote the protection and enhancement of the countryside and landscape character	Mod	Impr	Low	Low	Milton Keynes Landscape Character Study 1999 identifies seven landscape character areas within the Borough; Yardley Ridge, Ouse Valley, River Tove Lowlands, Shenley Lowlands, Chicheley/Crawley Claylands, Clayland Fringes and Brickhills Redge.
Economic						
18	Improve the vitality of towns and local centres and encourage urban renaissance	Mod	Stable	Med	Low	Milton Keynes was designated as a new town on the 23rd of January 1967 and is the largest new town in England. The Borough's population age profile is younger than that for England as a whole, with half aged under 35 years old. Milton Keynes is one of 235 towns taking part in the Countryside Agency's Market Towns Initiative and Wolverton is one of 18 towns in England to have gained 'Beacon Town' status.
19	Maintain a strong local economy	Good	Impr	Med	High	Compared with regional and national statistics, Milton Keynes scores relatively high in new firm registrations, or VAT registrations (50.2 new firms registration per 10,000 adult population) compared with England's 41.8 in 2003). The percentage of new registrations in the Borough (11.8%), is higher than the regional 10.6%. Deregistration in the Borough (9.6%) is lower by 0.1% than in the region (9.7%). Regional score being what? A wide range of industrial sectors are represented in MK, including Electronics, Food and Beverages, Chemicals, Plastics, General Engineering.
20	Maintain high and stable levels of employment	Good	Impr	Med	High	MK City is one of the main sources of employment in the sub-region. When the new town was designated in 1967, there were 21,350 jobs. Complete development of all designated employment land within the original City boundary will provide approximately 136,550 jobs in the City.

PART B:
SECTOR SPECIFIC APPRAISAL

7. WASTE MANAGEMENT PLANS

INTRODUCTION

7.1 This section of the report presents refinements to the integrated appraisal scoping particular to the SA for the WDPD and MWS, specifically:

- Key Problems and Opportunities; and
- Draft SA Framework

7.2 For the purposes of consistency the same table formats have been used as in the integrated appraisal above.

7.3 In addition, an initial assessment has been completed to consider the compatibility between the objectives of the WDPD and MWS and the draft SA objectives.

BACKGROUND

7.4 MKC's aim for implementing sustainable waste management options in support of its 'zero waste' policy is driven by European and UK legislation. The Waste Framework Directive, 75/442/EEC (as amended by 91/156/EEC and 91/692/EEC) requires regard for the need to minimise waste arisings, and treat waste in accordance with both the proximity principle and the waste hierarchy. Requirements for waste minimisation are further imposed through the Landfill Directive 99/31/EC, which sets targets for the reduction on the amount of biodegradable waste disposed of to landfill.

7.5 The national "Waste Strategy 2000" for the UK sets additional targets for recycling and composting at both national and local authority levels. In addition, the UK government has introduced the Landfill Allowances Trading Scheme (LATS) which imposes limits on the amount of biodegradable municipal waste that local authorities can dispose of to landfill. Exceedence of allocations results in purchase of tradable allowances or payment of fines, neither of which are sustainable waste management options.

7.6 Therefore, in revising their Municipal Waste Strategy and publishing their draft Waste Development Plan Document, the council sets out proposals for how waste generated in Milton Keynes will be managed and disposed of in order to comply with these legislative targets.

7.7 The council not only has a responsibility for the disposal of municipal waste, but also for making appropriate provision in planning policy for the development of facilities needed to manage waste arisings from the commercial and industrial, and construction and demolition waste streams. The WDPD seeks to address these issues in an integrated approach with the MWS, together addressing key issues of how to manage waste arisings and, if identified as a requirement, where to locate any new facilities.

METHODOLOGY

7.8 Key waste-specific, environmental / sustainability issues that affect Milton Keynes have been identified through a review of the draft WDPD and MWS, and other relevant local and regional planning documents. These are presented in Table 7.1 together with opportunities for how the plans could assist in addressing these issues.

7.9 Table 7.2 contains the same draft SA objectives as the integrated framework (Table 6.1). Each objective has been revisited and indicators specific to waste have been proposed.

7.10 Table 7.3 presents the results of a compatibility assessment between the objectives of the WDPD and MWS, and the proposed draft SA objectives.

Table 7.1 – Key Sustainability Issues for Waste

Key Issues	Plan Implications / Opportunities	Source
Rising amounts of waste The Draft Regional Waste Management Strategy (DRWMS) 2004 sets an objective of limiting waste growth to 1% per annum by 2010 and 0.5% by 2020. Milton Keynes municipal waste arisings have grown by an average annual increase of 2.5% from 2001/02 to 2004/05, caused by a range of factors, including demographic, social (e.g. increase in consumption, packaging, etc) and a growth in the amount of commercial and industrial waste included in the household waste stream collected by the Council. Proposals for large-scale development in the Milton Keynes South Midlands growth area are likely to be significant contributors to waste production. Construction and demolition waste currently forms half of the total controlled waste stream. The pace of development will remain high with numbers of households forecast to increase by 24% by 2011. Proposed changes to the DRWS published in August following the Panel Report include a reduction in the targets for recycling of construction and demolition waste to 50% in 2010 and 2015, and 60% in 2020 and 2025 Waste arisings show a closer correlation with household numbers than with population, and forecast housing growth combined with the established trend toward more, smaller, household sizes will be challenging.	The rapid growth in waste arisings needs to be addressed through policies that aim to increase public awareness on waste issues and to develop mechanisms for reduction. However, a spatial plan is not an appropriate vehicle for these non-land use policies. Joint informative and educational actions with other appropriate organisations will help the Council to achieve the former aim. The latter could be achieved by making residents pay for the amount of waste they produce and by introducing greater producer responsibility for the waste arising from their operation, products and services. Waste plans need to make adequate and timely provisions for any new facilities which may be needed, in the light of waste forecast data. Issues to consider in the identification of sites suitable for new facilities include planning policy, previous and adjacent land uses, sources of arisings and location and accessibility in terms of the proximity principle and environmental impacts associated with the transport of waste and treatment/management activities proposed. Best practice in construction should be encouraged such as the Considerate Construction Scheme and the BREEAM assessment to minimise construction waste at source. The latter objective could be included in the WDPD but should also be included in other parts of the LDF.	MWS 2002 update, draft MWS 2005 update

Key Issues	Plan Implications / Opportunities	Source
Challenges of the Landfill Allowance Trading Scheme (LATS) Without a step change in waste management activities it is expected that the Council will be exceed LATS allowances by 2006/07, after which time it will have to pay annually growing fines, or buy allowances from other councils until 2019/20, or consider other less costly alternatives (e.g. incineration). MK excess BMW will reach 75,926 tonnes in 2020.	This is a key priority area where the authority needs to plan for delivery of waste management facilities which will secure the necessary landfill diversion and minimise long haul of waste to other locations. Increase the range of recycling facilities so that they can deal with a wider variety of waste types and the frequency of their collection. Set up more recycling facilities at suitable multiple occupation sites. Consider opportunities for a range of waste management technologies such as Mechanical Biological Treatment, In-Vessel Composting and Advanced Thermal Treatment Purchase of excess landfill allowances from other authorities would not address the primary issue of reducing disposal by landfill and is not considered a sustainable or cost-effective option. Reconsider the Council's current position towards conventional mass-burn incineration, alongside a review of more advanced technologies.	Draft MWS 2005 update
Regional self-sufficiency PPS10, adopted in July 2005, requires that each region should provide for facilities with sufficient capacity to manage the quantity of waste expected to need to be dealt with in that area for at least 10 years. In some cases it may be necessary to recognise units smaller than regions. Policies W3 and W4 from DRWMS 2004 also require net self-sufficiency and some degree of flexibility, taking into account the proximity principle and waste import from London.	Milton Keynes is a relatively small area at the northern tip of the South East Region and relatively distant from the region's key development hubs. The South East Region does not include MKC's neighbouring counties of Bedfordshire and Northamptonshire. However, to achieve economies and efficiencies of scale, and/or to adhere best to the proximity principle by reducing long distance transportation and to use more environmentally sound modes of transport it may be appropriate to combine waste management activities with some neighbouring local authorities in adjacent regions.	MWS 2002 update, draft MWS 2005 update

Key Issues	Plan Implications / Opportunities	Source
Recycling and composting rates below targets Waste management remains a strong area in MKC's environmental services, as judged by the Audit Commission in 2004/05. However, minor shortcomings were recorded: • The percentage of household waste recycled dropped from 18.20% to 18.10%. • The percentage of household waste composted has risen from 5.80% to 8.40%, yet it was slightly below the target of 9%. In 2004/05 MK Council had a recycling and composting rate of 26.5%, which is close to the targeted 30% for 2005/06. However, the Council is unlikely to meet the regional target of 40% by 2010.	Ensure steady progress in improving the recycling/composting scheme to meet the targets of 30% of waste recycled or composted by 2005/06 and 32% by 2007/08, and come closer the regional target. Organise promotional campaigns to keep those who already participate in the recycling/composting scheme motivated and attract new participants. Liaise with other waste collection authorities to achieve Best Practice and mutual development of new approaches.	MKC - Corporate Plan 2005-08, draft MWS 2005 update
Inadequate community recycling/composting capacity There are three community recycling sites (CRS) operated under a contract which runs to 2007. The sites are heavily used, and at peak times queues build up on the approach roads. All three sites are used by residents from outside the MK area. There are no CRSs in the south/south east of MK. The fourth Council site for waste management, the Materials Recycling Facility, was damaged by fire in 2005 and needs to be redeveloped. There are no local composting facilities capable of handling kitchen waste, which would meet the requirements of the Animal Byproducts Regulations.	The new contract in 2007 may be seen as an opportunity to improve CRS services and to increase their efficiency and capacity as required/where possible. To increase community recycling capacity by expanding the capacity of existing facilities through redevelopment or operational changes and/or building a further facility in an appropriate location to meet local demand. To provide a composting facility for kitchen waste that will produce compost meeting the requirements of the Animal By-products Regulations.	MKC- Corporate Plan 2005-08, MWS 2002 update, draft MWS 2005 update

Key Issues	Plan Implications / Opportunities	Source
Integration of waste management considerations in design of new developments Milton Keynes was designed around a grid road system with wide and well designed roads, which enable large collection vehicles to be used in most of the area. However, new developments are expected to have a more compact design, which may limit the movement of large vehicles. Designing developments to include facilities for storage of waste and recyclables, provision of recycling boxes and bags, and access for refuse collection. This issue is of particular importance in relation to anticipated future housing provision though development of flats and apartments.	LDF policy, if necessary via SPD, and processing of detailed planning applications should seek to ensure that provision is made within new development for waste collection/storage facilities that provide for and encourage recycling. Evaluate alternative collection methods with regard to accessibility, efficiency and opportunities to minimise environmental impacts from refuse collection vehicles, e.g. use of alternative fuels and technologies.	Draft MWS 2005 update, WDPD Issues & Options 2005
Increasing scarcity of landfill space MK relies heavily on disposal of waste to landfill with 73.2% (83,588 tonnes) of household waste landfilled in 2004/05. The percentage dropped from 76% in 2003/04. However, further progress needs to be made to achieve the targets of 70% in 2005/06 and 68% in 2007/08. This may be challenging in the light of wastes forecast to rapidly rise and development of the borough as a key growth area. There is only one landfill, Newton Longville/Bletchley, within the boundary of MK accepting household waste. It has a relatively large capacity with a life until about 2022. However, it cannot take all household waste from MK. Neither should it be relied upon as disposal to landfill is unsustainable and in conflict with European and national waste policies.	A key issue for the Milton Keynes waste strategy is development of sustainable waste management options that support EU and UK policy for the diversion of waste away from landfill. Policies should be considered which can reduce the amount of waste requiring final disposal, through education and encouragement of waste minimisation at source and increasing (in order of priority) the proportion of waste reused, recycled, mechanically and/or biologically processed (to recover materials and produce compost, soil conditioner or inert residue) and thermally treated (to recover energy) to approach a 'zero waste' vision as close as possible. These policies can form part of the approach to taking the MWS forward and need to be embedded in the Council's corporate strategy, but they will not generally be appropriate for inclusion in the Waste DPD since they are not land use planning considerations. Since a significant percentage of waste will continue to be landfilled, it is necessary to ensure that adequate provisions for waste disposal by this route in the Borough or the neighbouring counties are in place. The existing contracts with landfill operators might need to be revised taking into account the effects of the Landfill Directive in terms of LATS in particular.	MWS 2002 update, draft MWS 2005 update

Key Issues	Plan Implications / Opportunities	Source
Site identification for waste management facilities Milton Keynes Council owns only four pieces of land allocated to waste management, namely the three recycling centres and the MRF site. There are many issues to consider in identifying new sites for provision of alternative waste management facilities to landfill, particularly high land prices, compatibility of locating facilities close to source in urban areas versus transportation to more rural sites, the lack of brownfield sites for redevelopment, the suitability of sites identified for industrial land use and compatibility with existing and proposed neighbouring land uses.	Although several additional waste management facilities are co-located with the borough's landfill sites, these are only temporary (for the life span of the landfills) and new sites for permanent facilities urgently need to be identified. The plans need to address the options for treatment of waste arisings at or near source in accordance with the proximity principle. However, if no suitable sites can be identified within the borough boundary to support the aspiration for self-sufficiency the council will need to ensure that adequate provision for waste treatment and disposal is achieved though collaboration with neighbouring authorities to deliver integrated waste management solutions.	WDPD Issues & Options, 2005

Table 7.2 – Draft SA Framework for Waste Management Plans

Key to Data Availability for Indicators

Bold = Known data for Milton Keynes Council

Italic = Known data for South East Region

Underlined = Data for Milton Keynes Council and the South East Region currently unknown

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
Social					
1	To improve the health and well-being of the population and reduce inequalities in health	Number of nuisance complaints relating to waste management operations	Nuisance complaints relating to waste management operations e.g. noise, vermin, night operations, dust, odour	No target identified	Human Health, Population
			Number of restored waste sites available for public sport and recreation	No target identified	
			Number and extent of environmental education or public involvement programmes in operation (home composting campaign, nappy waste reduction campaign, recycling canvassing)	No target identified	
2	To reduce crime and the fear of crime	**Quality of the local street environment** Cleaner streets give a perception of a safer neighbourhood	**Occurrence of fly tipping: New BVPI for 2005/06** **BVPI 199d: The percentage of relevant land and highways from which unacceptable levels of fly tipping are visible**	No target identified	Human Health, Population
			Abandoned vehicles (EN 19). **New BVPIs for 2005/06.** **BVPI 218a: % new reports of abandoned vehicles investigated within 24 hours of notification** **BVPI 218b: % abandoned vehicles removed within 24 hours from the point at which the Authority is legally entitled to retrieve the vehicle.**	No target identified	
			Illegal dumping (non-domestic)	No target identified	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
			Levels of litter / detritus – BVPI 199a	To improve on 2004/05 performance of 72.2% of streets meeting cleanliness standards A and B	
			Annual costs for removal of chewing gum	No target identified	
			User satisfaction BVPI 89: % population satisfied with cleanliness standards (reported every three years, 03/04, 06/07)	No target identified	
3	To reduce social exclusion and improve equality of opportunity amongst social groups	No headline indicator identified	Proximity of waste management operations (especially landfill) to locally deprived areas	No target identified	Human Health, Population
4	To improve accessibility and transport links from residential areas to key services and employment areas.	**% of population served by kerbside recycling schemes**	**BVPI 91: Percentage of the population resident in the authority's area served by a kerbside collection of recyclables**	To maintain current service levels of 100%	Human health, population
			Co-location of recycling facilities with key community amenities, e.g. supermarkets (recycling banks)	Maintain current level of service provision, expanding in response to demand at suitable locations	
			Spatial distribution and provision of civic amenity sites / community recycling centres	To improve provision in the south and south-east of the Borough	
			% of new development including provision for sustainable waste management (composting, recycling etc)	No target identified	
Environmental					
5	To reduce air pollution and ensure air quality continues to improve	Levels of air pollutants from waste management sources	Proportion of refuse collection vehicle fleet retrofitted with abatement technology or using alternative fuel.	Integrate reporting against these indicators into new waste management contracts	Air
			Annual mileage of the waste management fleet including refuse collection vehicles, street sweepers etc.		

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
6	To reduce noise pollution	Noise levels (See Objective 1)	Occurrence of noise nuisance from service vehicles and waste management operations, especially at night.	No target identified	Noise
7	To reduce road traffic and congestion	Composition and volume of road traffic	Monitor timing and duration of refuse collection rounds	Integrate reporting against these indicators into new waste management contracts	Air
			Efficiency of refuse collection routes in terms of mileage		
			Use of the proximity principle to minimise waste km for transfer / import / export of waste	No target identified	
			Minimise queues at civic amenity sites / community recycling centres	No target identified	
		Modal split	Data on waste transfer by mode (road, rail, river)	No target identified	
8	To improve efficiency in land use through the re-use of previously developed land and existing buildings.	% of waste management facilities built on previously developed land	% of waste management facilities built on previously developed land	No target identified	Cultural heritage and landscape
			% of former waste management sites developed or reused for alternative use	No target identified	
9	To reduce waste arisings and increase reuse, recovery and recycling.	**% of municipal waste generated disposed of to landfill**	**Household and amenity waste generated per year (tonnes)** **(overall municipal waste arisings)**	No target identified	Soil, Water
			Kg of household waste collected per head (BVPI 84a)	No target identified	
			% recycled (BVPI 82a i)	30% by 2005/06 32% by 2007/08	
			% composted (BVPI 82b i)	11% by 2005/06	
			% landfilled (BVPI 82d i)	66,028 tonnes - by 2005/06, 44,753 tonnes - by 2010	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
			Amount of biodegradable municipal waste sent to landfill (tonnes or % of total)	National Waste Strategy 200 targets: 75% of 1995 totals by 2010 50% of 1995 totals by 2013 35% of 1995 totals by 2020	
			Household waste collection (cost) – (BVPI 86)	No target identified	
			Municipal waste dicposal costs (BVPI 87)	No target identified	
			% of population with kerbside collection of recyclables (BVPI 91)	No target identified	
			Volume of waste (tonnes) imported / exported for treatment	No target identified	
			Destination and method of disposal for exported waste	No target identified	
			User satisfaction BVPI 90: % of population expressing satisfaction with recycling facilities, household waste collection and civic amenity sites (reported every three years, 03/04, 06/07)	No target identified	
		% of total waste arisings generated from industrial, commercial, construction and demolition waste streams	Commercial and industrial waste generated per year as proportion of total waste arisings	No target identified	
			Construction and demolition waste generated per year as proportion of total waste arisings	No target identified	
			Percentage of construction and demolition waste recycled	DRWS proposed targets: 50% in 2010 and 2015; 60% in 2020 and 2025	
			Mine and quarry waste generated per year as proportion of total waste arisings	No target identified	
			Agricultural waste generated per year as proportion of total waste arisings	No target identified	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
			Hazardous wastes generated per year as proportion of total waste arisings	No target identified	
			Proportion of waste from non-domestic sources that is recovered, reused, recycled or disposed of to landfill	No target identified	
			% of new developments for which construction waste management plans have been prepared.	No target identified	
		Capacity of waste management operations	**Adequacy of current capacity of operations to collect and treat the borough's waste**	No target identified	
			Predicted growth of waste arisings and associated capacity requirements	No target identified	
			Options for pooling of waste management operations with adjacent boroughs and regions	No target identified	
		Management of wastes controlled by EC Directives	**Data on collection and disposal of end of life vehicles (ELV)**	No target identified	
			Data on collection and disposal of waste electrical and electronic equipment (WEEE)	No target identified	
10	To protect local water resources and improve the quality of surface and ground water	No. and significance of pollution incidents to water from waste management operations	Installation of interceptors at civic amenity sites / community recycling centres	No target identified	Water, soil
			Management of leachate from landfill	No target identified	
			Data on prosecutions / pollutant incidents to water resources involving waste facilities	No target identified	
			Abstraction of and discharge to water associated with waste management operations	No target identified	
			No. and location of waste facilities within groundwater protection zones	No target identified	
			BVPI 217 (introduced 2005/06): % of pollution control improvements to existing installations completed on time	No target identified	
11	To reduce the risk of flooding	No headline indicator identified	No. of WM proposals within 1km of flood zone	No target identified	Water, soil
12	To address the causes of climate change through reducing emissions of greenhouse gases.	Emissions of greenhouse gases	Monitoring emissions from waste management operations: collection and transport of waste, landfill, composting etc.	No target identified	Climatic factors
			Amount of woodland affected or created by waste development	No target identified	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
13	To increase energy efficiency and use of renewable energy sources	Amount of energy generated from waste	Generation and use of alternative fuels through waste management processes, e.g. refuse derived fuel	No target identified	Climatic factors
			No. of landfill sites equipped with gas recovery facilities (Also relevant to Objective 12)	No target identified	
14	To protect and enhance biodiversity and important wildlife habitats	Use of landfill tax credits for wildlife conservation projects in the borough	Use of landfill tax credits for wildlife conservation projects in the borough	No target identified	Biodiversity, Flora and fauna
			% of former landfill returned to biodiversity habitat	No target identified	
			Type, area and condition of designated sites affected by transport and waste management development proposals	No target identified	
			Area and condition of local priority habitats affected by transport and waste management development proposals	No target identified	
			Data on prosecutions or complaints relating to waste facilities and protected / locally important habitats / species	No target identified	
15	To protect, enhance and make accessible heritage assets and their settings	No headline indicator identified	No. of heritage assets within 1km of waste management facilities.	No target identified	Cultural heritage and landscape
			Local Environmental Quality: BVPI 199 Cleanliness (see Objective 2)	See Objective 2	
16	To protect, manage and restore soil resources	No. of contaminated land sites suitable for remediation	% of contaminated soils remediated and returned to use	No target identified	
			BVPI 216 (introduced 2005/06): Number of contaminated land sites for which sufficient detailed information is available to decide whether remediation of the land is necessary, as a percentage of all sites of potential concern	No target identified	
			% of untreated contaminated soils disposed of	No target identified	
17	To promote the protection and enhancement of the countryside and landscape character.	See Objective 14	See Objectives 8 & 14	No target identified	
			Visual impact of waste management facilities on landscape features	No target identified	
Economic					
18	To improve the vitality of towns and local centres and encourage urban renaissance	See Objective 2	Visual impact of waste management facilities in the urban environment	No target identified	Material Assets
19	To maintain strong local economy	Economic value of local waste industry	Data on value recovered from waste	No target identified	

No.	Draft SA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
			% of new development for which a waste audit has been provided	No target identified	
20	To maintain high and stable levels of employment	Employment trends in the waste sector	% of local population employed in the waste management sector	No target identified	Population

Table 7.3 – SA Compatibility Assessment for Waste Management Plans

WDPD & MWS Objectives		SA Objectives: Social 1	2	3	4	Environmental 5	6	7	8	9	10	11	12	13	14	15	16	17	Economic 18	19	20
Waste Development Plan Document																					
1	To deliver sustainable development through driving waste management up the waste hierarchy	?		?		?				✓	?		✓	?			?	?		?	✓
2	To implement and be consistent with the National Waste Strategy, the Regional Waste Management Strategy and the Milton Keynes Municipal Waste Strategy	?	?	?		?				✓	?	?	?	?			?	?			
3	To ensure waste is disposed of as near as possible to its source in line with the Proximity Principle and net self-sufficiency	?		?	✓	✓	?	?			?		?					?	?	?	?
4	To provide sufficient sites for waste management facilities of the right type, in the right place for the right time	?		?	✓	?		?		?	?	?	?		?	?	?	?	✓	✓	?
5	To minimise the adverse effects of waste recovery, disposal and transportation on the quality of life of nearby residents, avoiding risks to human health	✓	✓	✓		✓	?	✓			?	?	?				?		✓		
6	To protect and to minimise the adverse effects of recovery, disposal and transportation of waste on environmental resources and balance these against the need for development	?	✓	?		?	?	✓	?		✓	?	?		?		✓	?		?	
7	To ensure the layout and design of new development supports sustainable waste management	?		?	✓	?			?	?	✓	?	?	?	?		✓	?	✓	?	
Municipal Waste Strategy																					
1	Establish a Zero Waste Strategy to develop a climate for continual improvement in waste management					?				✓			?				?				
2	Adoption of a 'No Incineration' policy	✓			?	✓	?			X	?		✓	X			?		✓	?	
3	Compliance with the Council's adoption of the waste hierarchy to reduce, reuse and recycle before applying treatment processes for further reduction and stabilisation of wastes prior to landfill	?		?	?	?				✓			?				?	?			
4	Reduction in the hazardousness of waste	✓				?				✓							?				
5	To undertake waste management operations in accordance with the principles of overall good environmental practice and sustainability	?		?		?	?	?		?	?		?				?	?			
6	To strive for self-sufficiency in disposing of the borough's waste					?		?												?	?
7	To adopt the principle of integrated waste management to achieve the greatest environmental benefit	?	?			?			?	✓	?		?	?	?		?		✓		
8	To deliver best value through securing economic, efficient and effective services and sources of external funding as appropriate		?	?					?	?				?			?			✓	?
9	To adopt a flexible approach towards continual development of the strategy		?							?				?						?	
10	To co-operate and form partnerships with other local councils and organisations (as appropriate) to increase the effectiveness of the strategy		?							?				?						?	
11	To educate, raise awareness and exert influence as necessary to increase the effectiveness of the strategy		?	?						?				?	?	?	?				

✓ Broadly compatible X Potential conflict Not relevant ? Dependent on nature of implementation measures

SA Objectives

Social
1 To improve the health and well-being of the population and reduce inequalities in health
2 To reduce crime and the fear of crime
3 To reduce social exclusion and improve equality of opportunity amongst social groups
4 To improve accessibility and transport links from residential areas to key services and employment areas.

Environmental
5 To reduce air pollution and ensure air quality continues to improve
6 To reduce noise pollution
7 To reduce road traffic and congestion
8 To improve efficiency in land use through the re-use of previously developed land and existing buildings
9 To reduce waste arisings and increase reuse, recovery and recycling.
10 To protect local water resources and improve the quality of surface and ground water
11 To reduce the risk of flooding
12 To address the causes of climate change through reducing emissions of greenhouse gases (GHG).
13 To increase energy efficiency and use of renewable energy sources
14 To protect and enhance biodiversity and important wildlife habitats
15 To protect, enhance and make accessible heritage assets and their settings
16 To protect, manage and restore soil resources
17 To promote the protection and enhancement of the countryside and landscape character

Economic
18 To improve the vitality of towns and local centres and encourage urban renaissance
19 To maintain a strong local economy
20 To maintain high and stable levels of employment

7.11 Table 7.3 provides an initial compatibility matrix to identify to what extent the waste plans' objectives are compatible with the proposed SA objectives detailed in Table 7.2 above, and vice versa.

7.12 Table 7.3 shows that, in general, the WDPD has more overall compatibility with the SA objectives than the MWS. This in part due to the process and output focused nature of several of the MWS objectives (MWS objectives 9, 10 and 11 in particular). Most of the MWS objectives are more general, and thus their effects will be largely dependent on the nature of specific implementation measures.

7.13 No WDPD objective was found to be potentially incompatible with any of the SA objectives. Five of the WDPD objectives (1, 4, 5, 6 and 7) show broad compatibility with three or more of the SA objectives, with WDPD objective 5 showing the highest overall compatibility and WDPD objective 2 showing the lowest. Broad compatibility was generally less apparent in relation to the environmental SA objectives, and most apparent with the social SA objectives. This is to be expected, as many of the environmental effects are dependent on specific technical and/or locational aspects

of the implementation measures. This was most apparent for SA environmental objectives 8 (land use), 13 (energy), 14 (biodiversity) and 15 (heritage assets), where it was not possible to determine any broad compatibility or potential incompatibility with any of the WDPD objectives. Not surprisingly, SA objective 9 (waste) showed the highest level of broad compatibility across the WDPD objectives.

7.14 Broad compatibility with the SA objectives was generally lower across all of the MWS objectives, most particularly for MWS objectives 8, 9, 10 and 11, with 13 of the SA objectives showing no broad compatibility or potential incompatibility with any of the MWS objectives. However, as noted above, this has more to do with the nature and wording of the MWS objectives, and the implication this has for determining broad-brush compatibility, than the set of potential outcomes.

7.15 Only three of the MWS objectives (2, 4 and 7) were shown to be broadly compatible with two or more of the SA objectives. As with the WDPD assessment, SA objective 9 (waste) showed the highest level of compatibility with MWS objectives, with the notable exception of MWS objective 2 ('no incineration'), which was also shown to pose a potential conflict with SA objective 13 (energy). Clearly, this MWS objective precludes the energy recovery option, which creates the potential incompatibility with SA objective 9. Current government policy categorises waste incineration as a renewable energy source, and thus MWS objective 2 precludes the possible harnessing of energy from this source. However, overall MWS objective 2 showed the highest compatibility with the SA objectives. As with the WDPD assessment, SA objective 15 (heritage assets) showed the lowest level of relevance to the MWS objectives, although apparent relevance was also found to be low for several other SA objectives, notably SA objectives 6 (noise), 7 (congestion) and 8 (land use).

7.16 Overall, the initial compatibility assessment has served to usefully highlight the key differences between the two waste plans in terms of determining sustainability effects, most notably the greater spatial focus of the WDPD allows certain key assumptions to be made with some reasonable degree of certainty which can be used to underpin the assessment of the more locationally-dependent environmental effects. The more general nature of the MWS objectives makes such assumptions more difficult. The insight that this initial assessment provides is likely to be important in the following more detailed stages of the appraisals.

REMAINING STAGES OF THE SA

Introduction

7.17 The following paragraphs describe how the remaining stages of the SA will be carried out and the format that will be used in producing the final SA Report.

7.18 As outlined in paragraph 1.17 above, the SA process detailed in the ODPM's guidance covers five stages, A to E. This Scoping Report has covered Stage A by:

- Identifying and reviewing other relevant policies, plans and programmes, and sustainability objectives that will affect or influence the WDPD and MWS;
- Collecting relevant social, environmental and economic baseline information;
- Identifying key sustainability issues for the SA to address;
- Developing the SA framework;
- Testing the WDPD and MWS objectives against the SA objectives;
- Providing the basis for consultation on the scope of the SA.

7.19 Table 7.4 shows the remaining steps involved in the SA of the WDPD and MWS, based on the ODPM's draft guidance. According to the latest advice contained in the ODPM's Interim Advice Note on SA of April 2005, it is understood that in the final guidance Stages B and C will be combined, and the requirement to produce an Initial Sustainability Report (not shown in Table 7.4) will be removed.

Table 7.4 – Remaining Stages of the SA

Stage B – Developing and refining options (if necessary)
Carry out appraisal of the plan options and make recommendations for improvement
Stage C – Appraising the effects of the WDPD and MWS
• Predict the effects and carry out detailed assessment of the effects of the WDPD and MWS • Propose measures to maximise beneficial effects and mitigate adverse effects • Develop proposals for monitoring • Prepare the final SA Report of the WDPD and MWS
Stage D – Consultation on the SA Report and WDPD and MWS
• Consult on the final SA Report along with the WDPD and MWS • Carry out, where necessary, appraisal of any significant changes made as a result of representations • Inform consultees that the WDPD and MWS have been adopted • Issue statement summarising information on how the SA results and consultees' opinions were taken into account, reasons for choice of options, and proposals for monitoring, including in relation to any recommended changes • Make WDPD, MWS and SA Report available for public viewing
Stage E – Monitoring implementation of the WDPD and MWS
• Monitor significant effects of the WDPD and MWS to identify at an early stage any unforeseen adverse effects • Undertake appropriate remedial action where necessary

Assessment of Effects

Predicting effects

7.20 This task will comprise systematic prediction of changes to the sustainability baseline arising from implementation of the WDPD and MWS. These can be compared both with each other and with the 'do nothing' or 'business as usual' scenario. As required by the SEA Directive, predicted effects will be fully characterised in terms of their magnitude, the time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are cumulative and/or synergistic effects.

7.21 Ideally, the effects of the evolving plans should be predicted and assessed during the plan-making process to ensure that the final plan is as sustainable as possible.

Evaluating effects

7.22 Assessing the significance of predicted sustainability effects is essentially a matter of judgement. Judgements of significance should be systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance should also include information on how the effect may be avoided or its severity reduced, in the case of adverse effects, or enhanced in the case of beneficial effects.

7.23 When carrying out this evaluation, the following will be considered for each proposal or option contained within the WDPD and MWS, in line with the ODPM's draft guidance:

- What exactly is proposed?
- Will the option, policy or proposal have a likely significant adverse effect in relation to each of the SA objectives or targets from Stage A?
- If so, can the effect be avoided or can the severity be reduced?
- If not, can the option be changed or eliminated?
- If the effect cannot be avoided, can the alternative be changed or eliminated?
- If its effect is uncertain, or depends on how the plan is implemented, how can the uncertainty be reduced?

Methodologies for assessing effects

7.24 Table 7.5 below, based on Annex 8 of the ODPM's draft guidance, provides a useful summary of the range of techniques that can be used in the prediction and assessment of effects. In addition to expert judgement, causal chain/network analysis can prove especially useful in the prediction of cumulative, indirect and synergistic effects. GIS is useful in assessing the spatial/distributional characteristics of certain types of effect.

Table 7.5 – Prediction and Assessment Techniques for SA

Technique	Prediction	Assessment
Expert judgement	✓	✓
Public participation		✓
Quality of Life Capital		✓
Geographical information systems (GIS)	✓	✓
Network analysis	✓	
Modelling	✓	
Scenario/sensitivity analysis	✓	
Multi-criteria analysis		✓
Carrying capacity, ecological footprints		✓
Compatibility assessment		✓

7.25 It will be important to provide some realistic indication of the accuracy of predictions, but particularly in cases where predictions are close to expected thresholds, or are the result of cumulative, synergistic or indirect effects. The network analysis techniques mentioned above could be used to identify which effects will fall into this category.

Mitigation

7.26 For significant sustainability effects predicted to arise from implementation of the WDPD and MWS, recommendations will be proposed in the SA Report for mitigation measures to prevent, reduce or offset adverse effects, and enhance positive effects.

Monitoring

7.27 A framework for monitoring on-going sustainability effects arising from the WDPD and MWS as they are implemented will be proposed in the SA Report, providing methods by which the sustainability performance of the WDPD and MWS can be recorded. The monitoring framework will be clearly linked to the objectives and indicators developed for the SA framework.

SA Report

7.28 The SA Report incorporates the SEA Environmental Report, as required by the SEA Directive.

7.29 Table 7.6 below presents the proposed structure and level of detail for the SA Report, taken from Annex 7 of the ODPM's draft guidance. The SA Report will show that the Directive's requirements in relation to the Environmental Report have been met through clearly sign-posting in the SA report the distinct information required by the Directive.

Table 7.6 - SA Report Structure

Structure of report	Information to include
Components making up the environmental report	• Table sign-posting the components of the SA Report which make up the Environmental Report for the purposes of the SEA Directive
1 Summary and outcomes	• Non-technical summary • Statement on the difference the process has made • How to comment on the report
2 Appraisal Methodology	• Approach adopted to the SA • When the SA was carried out • Who carried out the SA • Who was consulted, when and how
3 Background	• Purpose of the SA and the SA Report • Plan objectives and outline of contents • Compliance with the SEA Directive/Regulations
4 Sustainability objectives, baseline and context	• Links to other strategies, plans and programme and sustainability objectives • Description of the social, environmental and economic baseline characteristics and the predicted future baseline • Difficulties in collecting data and limitations of the data • The SA framework, including objectives, targets and indicators • Main social, environmental and economic issues and problems identified
5 Plan issues and options	• Main strategic options consider and how they were identified • Comparison of the social, environmental and economic effects of the options • How social, environmental and economic issues were considered in choosing the preferred options • Other options considered, and why these were rejected • Proposed mitigation measures
6 Plan policies	• Significant social, environmental and economic effects of the preferred policies • How social, environmental and economic problems were considered in developing the policies • Proposed mitigation measures • Uncertainties and risks
7 Implementation	• Links to other tiers of plans and programmes and the project level (environmental impact assessment, design guidance, etc) • Proposals for monitoring

8. LOCAL TRANSPORT PLAN

8.1 This section of the report expands relevant aspects of the combined work undertaken in Part A to address key sustainability issues, implications and opportunities specific to the Milton Keynes LTP2 with a view to developing a refined SEA Framework. This refined SEA Framework is a key component in completing the SEA of the LTP2 by synthesising the baseline information and environmental sustainability issues into a systematic and easily understood tool that allows the prediction and assessment of effects arising from the implementation of the LTP2.

8.2 An assessment checking the compatibility of the LTP2 objectives with the objectives set out in the SEA Framework has been carried out and an assessment of the LTP2 strategic alternatives against the SEA objectives also undertaken.

BACKGROUND

8.3 As discussed in Section 2, the LTP2 will address a suite of shared priorities, each of which are described below together with a note regarding their context for this appraisal.

Accessibility

8.4 Access to places of work, education, health care, shopping, leisure, exercise and other opportunities can significantly impact people's quality of life and their life choices. The measures used to improve accessibility aim to encourage participation and retention in education, reduce inequalities in health, and help people move from welfare into work.

8.5 Accessibility is a key component of the DfT's Public Service Agreement target "*to secure improvements to the accessibility, punctuality and reliability of local public transport (bus and light rail), with an increase in use of more than 12% by 2010 compared with 2000 levels*". Improved accessibility will make a valuable contribution to national objectives and targets in other sectors such as health and education.

8.6 Local authorities can improve the accessibility to jobs and services, particularly for people from disadvantaged groups and areas, through the planning, delivery and management of public transport, roads, cyclepaths and footway networks.

Congestion

8.7 Local Authorities are expected to consider how best to manage their road networks to make the most efficient use of existing resources. Where congestion is not a major current or emerging issue, detailed proposals in LTPs for tackling or preventing congestion are not required.

8.8 Congestion might not be the key issue for every authority, but if effective action was not taken nationally, the upward trend would remain. Measures to deal with congestion are at the heart of the Government's transport strategy. Together with the new network management duty on local authorities imposed by the Traffic

Management Act 2004, the measures used to tackle congestion aim to deliver more free-flowing local roads and associated economic and quality of life benefits.

8.9 In July 2005 the Government announced two new congestion targets: to make journeys more reliable on the strategic road network by 2007/08; and that by 2010/11, the ten largest urban areas will meet the congestion targets set in their LTP relating to movement on main roads into city centres. Figures will be made available in future Annual and Autumn Performance Reports to be published by the DfT[13]. In the meantime the Government is committed to tackle congestion by implementing the Ten Year Plan to reduce congestion to 2000 levels by 2010. These reflect the local targets that local authorities develop for their LTP2s.

Road Safety

8.10 Road safety is a key parameter in local liveability, particularly in disadvantaged communities where children and older people are more likely to become road accident victims. Road accidents cause immense human suffering. Every year, around 3,500 people are killed on Britain's roads and 40,000 are seriously injured. In total, there are over 300,000 road casualties, in nearly 240,000 accidents, and about fifteen times that number of non-injury incidents. This represents a serious economic burden; the direct cost of road accidents involving deaths or injuries is thought to be in the region of £3 billion a year.

8.11 Targets for casualty reduction are set in the national Road Safety Strategy, Tomorrow's Roads – Safer for Everyone. It sets 2010 targets for casualty reductions, compared to the 1994-98 average of people and children killed or seriously injured (50% and 40% reduction respectively) and in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres (10% reduction).

8.12 These national targets are intended to inform the local strategies and targets which will reflect the local situation. The significantly higher incidences of casualties in disadvantaged areas also need to be addressed.

8.13 The council has produced a road safety strategy to address issues such as child road safety, urban and rural areas, speed management, and motorcycle safety and training.

Air Quality

8.14 Air pollution can have serious effects on people's health, increasing hospital admissions and contributing to premature death. The air quality strategies for England, Scotland, Wales and Northern Ireland set health based objectives for nine air pollutants and two for the protection of ecosystems. The council has a duty to assess air quality if objectives are unlikely to be met by their due date, they must declare Air Quality Management Areas (AQMAs) and prepare action plans to meet these objectives.

8.15 Road transport is the dominant source of air pollution in urban areas. Road traffic accounts for over half of the total emissions of nitrogen oxides (NO_x) and fine

[13] Spending Review 2004 PSA Targets, updated July 2005, Department for Transport.

particles (PM_{10}). Over 120 local authorities have designated AQMAs, the majority of which (95%) are primarily transport related. Where transport is the primary factor for an objective not being met, local authorities should integrate their air quality action plans into the LTP2.

Quality of Life Issues

8.16 The Quality of Life priority comprises a range of different issues related to transport.

Quality of Public Spaces and Better Streetscapes

8.17 Authorities can help achieve this key priority through proper design and maintenance of streets and highways, traffic management measures, encouragement of walking, riding and cycling, and sympathetic use and maintenance of street furniture, trees and greenery, lighting and signage.

Landscape and Biodiversity

8.18 Policies and schemes should mitigate adverse effects on landscape and biodiversity, and where possible, take opportunities to ensure transport measures actually improve landscape quality and enhance biodiversity.

Community Safety, Personal Security and Crime

8.19 LTP2s should address tackling crime and fear of crime as this would increase public transport patronage, especially during the night.

Healthy Communities

8.20 LTP2s should have policies and schemes that limit or mitigate the adverse effects of transport on health and maximise the positive contribution that they can make.

Sustainable and Prosperous Communities

8.21 LTP2s can contribute significantly in helping create vibrant and prosperous urban areas by improving the street environment, improving access from deprived communities to jobs, education, training, and other key services, improving road safety, and supporting economic growth.

Noise

8.22 LTP2s should consider how their policies and proposals could reduce existing sources of noise problem and minimise any adverse noise impacts of new proposals.

Climate Change and Greenhouse Gases

8.23 LTP2s should take account of the UK's carbon dioxide (CO_2) targets and should complement the wider aims of Local Agenda 21.

KEY SUSTAINABILITY ISSUES

8.24 Table 8.1 below provides a more detailed account of transport related sustainability issues together with the implications and opportunities for the LTP2. This has been based on a review of the provisional LTP2. In addition, Table 8.1 also shows the relationship between the issues identified and the SEA objectives in the refined SEA Framework.

Table 8.1 – Key Sustainability Issues for Transport

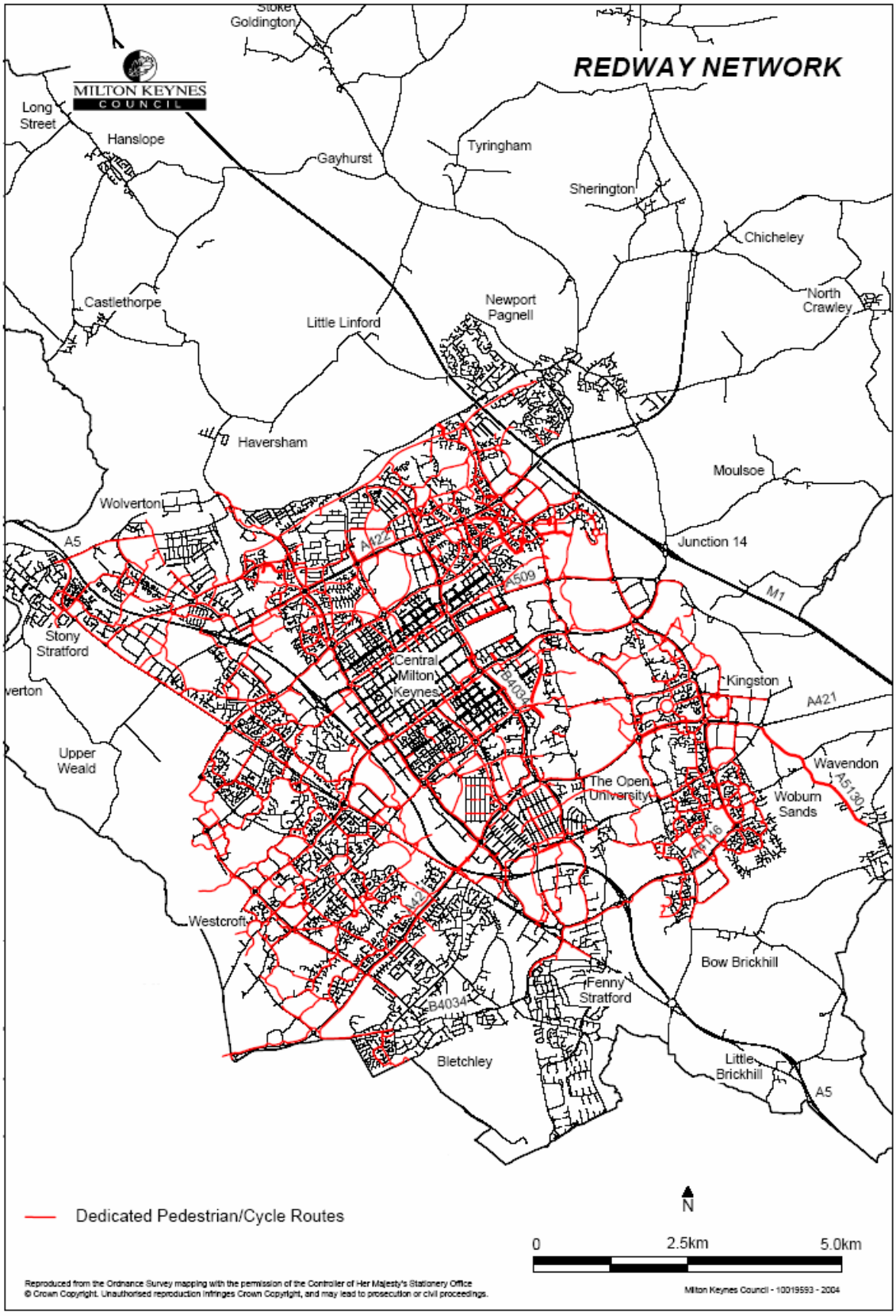
Key Issues	Plan Implications / Opportunities	SEA Topics
Dominant use of the car and historical land use planning Unusual for cities in the UK, Milton Keynes was originally designed for the motor car. This presents a distinct set of local challenges for improving accessibility for non-car transport modes. The road network of Milton Keynes is characterised by a dual carriageway network, arranged in grid squares, that connects the central business and shopping district to low-density residential neighbourhoods. This offers excellent access by car to the town centre and other areas, but restricts access to a proportion of the population who do not have access to a car. In addition, the existing road network within residential neighbourhoods does not make it easy to be penetrable by bus, due to the grid square layout. This, along with the low-density nature of the residential areas, means that currently most bus stops are located on main roads, too far from people's homes. There is evidence that bus routes and frequencies are restricting freedom of movement, particularly to destinations other than Central Milton Keynes.	The problem of low accessibility to bus services could be improved by encouraging more people to walk and cycle for local everyday journeys using the Redways cycle and walking network (Figure 8.1). These journeys could utilise this network between residential dwellings and bus stops and other transport interchanges. For new developments, outside of the historical 'grid network' of Milton Keynes, opportunities exist in new developments to plan sustainable modes of transport using current best practice covering walking, cycling, bus, rail and other more sustainable forms of travel.	Air, climatic factors, population
Crime and Safety - Perceived safety concerns of residents along Redway routes There are perceived safety concerns of residents, which mainly arise from underpasses, secluded areas and overgrown vegetation that exist along Redways routes (local walking and cycling network).	There are opportunities to make the Redways a more attractive alternative to the use of the car, by increasing maintenance, additional lighting, and putting in place measures to minimise the risk of collisions at junctions with the highway network.	Population

Key Issues	Plan Implications / Opportunities	SEA Topics
Accessibility - Journeys to work are difficult to integrate with the public transport network Central Milton Keynes is largely the focus for employment, however there are many other offices and industrial employment areas located across the borough. Travel by car is by far the main mode of transport. Outlying locations combined with shift working patterns means that these locations are not aligned with typical journey-to-work patterns, making it difficult to integrate with the public transport network.	There are opportunities to encourage employers in outlying locations to work in partnership with the Council to develop and implement travel plans. For Central Milton Keynes, improved linkages between the Central Milton Keynes area and Milton Keynes rail station would encourage more rail trips to work. Other opportunities include changing the supply of parking facilities to discourage long-stay, combined with measures making public transport and other alternatives more attractive.	Air, climatic factors, human health
Accessibility - Hospitals are the least accessible service in Milton Keynes There is one hospital in Milton Keynes and four hospitals within 20km of the Borough boundary. Studies have found that hospitals are the least accessible service in terms of journey time. This is illustrated by the fact that 30% of households within the borough are further than 30 minutes travelling distance from their nearest hospital if travelling by public transport.	Hospitals are large day-to-day trip attracters, for example, they bring in patients and visitors as well as employing large numbers of people. For all of these groups, there is an opportunity to develop and implement travel plans at the Hospital and local surgeries. Alternatives to the car can be promoted by working with local transport providers, including the voluntary sector, to improve services.	Human health, population
Accessibility - Rural Accessibility Approximately two thirds of the area of Milton Keynes is rural. Taking into consideration future plans for growth, there will remain a significant proportion of the rural population who may face difficulties accessing the services they require.	Rural accessibility can be enhanced through improved public transport and supported by community transport schemes. The council should also investigate ways of providing services differently so that rural residents do not have to access them.	Population

Key Issues	Plan Implications / Opportunities	SEA Topics
Road Safety - Road traffic casualties Although Milton Keynes is on target to achieve a 40% reduction in the total number of killed and seriously injured casualties, in 2004 there were 92 people killed or seriously injured, of which 8 were children. This level is considered unacceptable. This level of decrease in the numbers of killed and seriously injured casualties may be increasingly difficult to sustain with increased traffic volumes in the future.	There is an opportunity to design new developments to reduce the number of overall casualties. In existing areas traffic calming measures can reduce speed and collisions, particularly at junctions. There is an opportunity to promote walking and cycling on the Redways as attractive and healthy modes of transport.	Population, human health
Rising volumes of traffic and congestion Although Milton Keynes was designed to meet the needs of the car, and congestion levels are currently only localised and associated with peak periods, the development of Milton Keynes as a Regional Centre will significantly increase the volume of traffic on Milton Keynes grid road network over the next 25 years. It is predicted that between 2001 and 2011 growth in housing and employment will result in a 28% increase in traffic and consequently a substantial increase in congestion (without mitigation measures). Congestion is predicted to have the following effects: increase travel distances by 31% as drivers take longer to avoid routes, increase travel time by 66%, the speed of traffic will be reduced by 21%, and queues at junctions will increase fourfold. This disproportionate increase in congestion indicates that the road network is nearing its capacity in many locations.	Improvements to junctions to improve traffic flow will lead to decreased levels of congestion and decreased travel times. On the basis of forecast traffic growth, thirty junctions will be over capacity and will require improvement by 2011 and twenty more will require improvement by 2016. It is thought that goods vehicles account for a significant proportion on the traffic in Milton Keynes. Once better information is obtained, strategies aimed at more efficient routing of commercial vehicles around Milton Keynes could be developed in partnership with a Freight Quality Partnership. A major opportunity exists in encouraging the use of more sustainable modes of transport. These include: opportunities in new developments to significantly improve public transport accessibility; physical measures on grid roads to improve public transport links (such as bus lanes); opportunities to increase walking and cycling mode shares; and expanded areas of paid car parking.	Air, climatic factors, landscape

Key Issues	Plan Implications / Opportunities	SEA Topics
Potential future problems with poor air quality Although there are no designated Air Quality Management Areas in the borough, meaning that pollutant concentrations are below the target levels for air quality standards, there are localised concerns associated with an area close to the M1 near Newport Pagnell, and a location on the High Street in Olney. More importantly, future growth in traffic volumes may cause air quality standards to be exceeded in certain areas, and may lead to the future declaration of Air Quality Management Areas.	As reduced air quality is a symptom of increased traffic volumes and congestion, opportunities mentioned above will have positive effects on air quality, including reduced need to travel by car, and promoting sustainable modes of transport such as walking, cycling and public transport. These opportunities can be incorporated into new developments, as well as existing developed areas of Milton Keynes.	Air, climatic factors, human health
Noise In 2004-05 there were six noise complaints to the council per 1,000 population, this figure is gradually decreasing. In 2000-01 there were a total of 1,969 complaints which came down to 1,392 by 2004-05. While no noise mapping data is available at present, noise hotspots are expected along the main road networks and isolated generators (e.g. railways). Predicted growth rates in traffic could exacerbate hotspots.	With the rapid growth predicted in traffic levels and congestion, opportunities exist to minimise ambient noise using best practice techniques to avoid, remedy or mitigate against adverse noise impacts. Any actions that would lead to decreased car usage would have a secondary effect on decreasing levels of noise pollution.	Human health

Figure 8.1 – Milton Keynes Redway Network of Pedestrian / Cycle Routes



REFINED SEA FRAMEWORK

8.25 The distinction between the methodologies for conducting SA and SEA has already been highlighted in Section 1 above. The SEA methodology is primarily focused on environmental effects whereas the SA methodology requires the examination of all the sustainability related effects, whether they are social, economic or environmental. The waste plans appraisal has been undertaken following the SA methodology and has resulted in an appraisal framework which covers the three dimensions of sustainability. In the development of the refined SEA Framework, each objective has been revisited and in particular an analysis of the relevance of the economic and social objectives has been made. This has resulted in the elimination of four objectives originally contained within the combined SA Framework. These are listed below:

- Objective 3 – Reduce social exclusion and improve equality of opportunity amongst social groups

8.26 The above objective was considered to be of limited relevance to transport. Transport may be able to influence social exclusion and improve equalities through improved accessibility, however as accessibility is covered by objective 4, it was deemed appropriate to remove this objective from the SEA Framework. All remaining social objectives have been retained.

- Objective 18 – Improve the vitality of towns and local centres and encourage urban renaissance
- Objective 19 – Maintain a strong local economy
- Objective 20 – Maintain high and stable levels of employment

8.27 As mentioned in paragraph 1.8 previously, SEA methodology is primarily focussed on environmental effects. Therefore, the above economic objectives were considered to be outside the scope of the SEA, and were removed from the transport specific SEA Framework.

8.28 The detailed analysis of transport-related key sustainability issues has lead to the identification of an additional SEA objective on improving road safety (Objective 5).

8.29 All environmental objectives in the appraisal framework detailed in the combined appraisal have been carried forward to the refined SEA framework.

8.30 A refined set of 17 SEA objectives has been developed, with detailed indicators and targets suggested for each objective. The SEA objectives have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social and environmental objectives and others devised specifically in relation to the context of the LTP2 being prepared and they are distinct from the LTP2 objectives. The SEA objectives' wording has also been further refined to take account of local circumstances and concerns feeding from the refined analysis on sustainability issues.

8.31 Existing indicators have been used as often as possible. In some cases, specific new indicators are proposed which will require monitoring by relevant bodies should significant effects relating to the SEA objectives concerned be identified as part of the

assessment of effects during SEA Stage C. These proposed indicators aim to capture the change likely to arise from the LTP2 implementation and will play a role in the assessment itself.

8.32 The refined SEA Framework is presented in Table 8.2.

Table 8.2 – Draft SEA Framework – Transport

Key to Data Availability for Indicators
Bold = Known data for Milton Keynes Council
Italic = Known data for the South East Region
Underlined = Data for Milton Keynes Council and the South East Region currently unknown

No.	Draft SEA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
1	To improve the health and well-being of the population and reduce inequalities in health	**Cycling trips (annualised index)**	**Cycling Trips (annualised index) LTP2**	To triple the amount of cyclists by 2010	Human health, population
			Number of cycles parked in Central Milton Keynes on a weekday at 10.00am (LTP1)	No target identified	
			Number of walk trips (LTP1)	No target identified	
			Numbers of pupils walking and cycling to school (LTP1)	No target identified	
2	To reduce crime and the fear of crime	**Vehicle crime per 1000 population**	**Violent offences committed in public places per 1,000 population**	No target identified	Human health, population
			Vehicle Crime per 1000 population	No target identified	
			Robberies per 1,000 population	No target identified	
			Buses fitted with CCTV	No target identified	
			Number of reported crimes on public transport	No target identified	
3	To improve accessibility and transport links from residential areas to key services and employment areas.	**Accessibility**	**Accessibility (LTP1)**	No target identified	Human health, population
			Condition of surface footway (BVPI 187)	No target identified	
			% of total length of footpaths and other rights of way which were easy to use by the public (BVPI 178)	70% by 2006/07	
			% of pedestrian crossings with facilities for people with a disability (BVPI 165)	100% by 2005/06	
			% of rural households within 800m of an hourly or better bus service (LTP)	No target identified	
			% of urban and rural residential population within walking distance of key services	No target identified	
			% of people within 30 minutes of hospital services by public transport	No target identified	

No.	Draft SEA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
			% of people of working age, within 30 minutes of work by public transport	No target identified	
			% of new development within 1km of main employment areas	No target identified	
			% of new residential development within 1km of good public transport links	No target identified	
			% of new commercial development within 1km of good public transport links	No target identified	
			Access to services for disabled people	No target identified	
			Proportion of low floor vehicles in the bus fleet (%)	No target identified	
			ha of accessible green space per 1000 people	No target identified	
4	To improve road safety	**Total killed and seriously injured casualties (BVPI 99)**	**Total killed and seriously injured casualties (BVPI 99)**	40% reduction by 2010/11	
			Child killed and seriously injured casualties (BVPI 99)	50% reduction by 2010/11	
			Total Slight Casualties (BVPI 99)	10% reduction by 2010/11	
5	To reduce air pollution and ensure air quality continues to improve	**Levels of main pollutants for national air quality targets**	**Levels of main pollutants for national air quality targets**	Within air quality strategy targets	Air
			Number of days when air pollution is moderate or high (NO_2 and PM_{10})	Urban 9-19, Rural 42 *Source: UK Air Quality Strategy*	
6	To reduce noise pollution	**Number of transport related noise complaints**	**Number of transport related noise complaints**	No target identified	Noise
			Noise levels	No target identified	
7	To reduce road traffic and congestion through modal shift to more sustainable transport modes	**Area wide road traffic mileage (LTP)**	**Annual average flow per 1,000km of principal roads**	No target identified	Population, Human health, Air, Climatic Factors
			Area wide road traffic mileage (LTP)	No target identified	
			Number of car trips (Census)	Decrease journey to work by car by 62% by 2006	
			% of public parking spaces with a charge (LTP)	Decrease journey to work by car by 62% by 2006	
			Road traffic / traffic volumes	No target identified	

No.	Draft SEA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
			% change on road traffic volumes	No target identified	
			Vehicle kilometres per average weekday	No target identified	
			Congestion (vehicle delay) (LTP)	No target identified	
			Change in peak period traffic flows to urban centres (LTP)	Decrease journey to work by car by 62% by 2006	
			Number of daily work journeys by bus (LTP)	No target identified	
			Travel to work, by mode	No target identified	
			Mode share of journeys to school (LTP)	No target identified	
			BVPI 102: Number of passenger bus journeys	Increase local bus use by 12% by 2010 compared with 2000	
			% households without a car	No target identified	
			Bus punctuality (LTP)	No target identified	
			Bus satisfaction (BVPI 104)	No target identified	
			Number of adopted travel plans (LTP)	No target identified	
			Number of public transport trips (LTP)	No target identified	
			Number of Community Transport Trips (LTP)	No target identified	
			Number of passenger rail journeys	No target identified	
8	To improve efficiency in land use through the re-use of previously developed land and existing buildings.	Area of PDL brought into use as a result of transport related scheme or measure	Transport related ground take on brownfield vs. greenfield land	No target identified	Cultural Heritage, Landscape
9	To reduce waste arisings and increase reuse, recovery and recycling.	Total waste arisings resulting from transport related construction	Proportion of recycled aggregates used in road construction	No target identified	Soil, Water
10	To protect local water resources and improve the quality of surface and groundwater	Number of transport schemes incorporating methods (such as SUDS) to protect surface water	Number of transport schemes incorporating methods (such as SUDS) to protect surface water	No target identified	Soil, Water
11	To reduce the risk of flooding	Number of new transport schemes in flood risk	Number of new transport schemes in flood risk areas	No target identified	Water, soil

No.	Draft SEA Objective	Draft Headline Indicator	Potential Detailed Indicators	Target	SEA Topics
		areas	% of floodplain changing to new/planned transport related schemes	No target identified	
12	To address the causes of climate change through reducing emissions of greenhouse gases (GHG).	Vehicle kilometres travelled per year	GHG emissions by sector and per capita emissions (tonnes per year)	No target identified	Climatic factors
			Vehicle kilometres travelled per year		
13	To increase energy efficiency and use of renewable energy sources	Number of transport schemes featuring energy efficient design and/or renewable energy devices	Number of transport schemes featuring energy efficient design and/or renewable energy devices	No target identified	Climatic factors
			Proportion of council and bus fleets using alternative fuel technology	No target identified	
14	To protect and enhance biodiversity and important wildlife habitats	Type, area and condition of designated sites affected by transport development proposals	Type, area and condition of designated sites affected by transport development proposals	No target identified	Biodiversity, Flora and fauna
			Area and condition of local priority habitats affected by transport development proposals	No target identified	
			Number of schemes promoting conservation and enhancement of biodiversity	No target identified	
15	To protect, enhance and make accessible heritage assets and their settings	Recorded archaeological sites identified and affected by transport proposals	Recorded archaeological sites identified and affected by transport proposals	No target identified	Cultural heritage and landscape
			Additional archaeological sites identified and affected by transport proposals	No target identified	
			The number of restoration projects of highway associated features and infrastructure	No target identified	
16	To protect, manage and restore soil resources	Number of soil pollution incidents attributable to transport	Number of soil pollution incidents attributable to transport	No target identified	Soil
17	To promote the protection and enhancement of the countryside and landscape character	Number of new routes (rights of way legislation)	Number of new rights of access to mountain, moor, heath, down and registered common land	No target identified	Landscape
			Number of new routes (rights of way legislation)	No target identified	
			Number of transport schemes requiring landscaping conditions	No target identified	

COMPATIBILITY ASSESSMENT BETWEEN THE LTP2 AND SEA OBJECTIVES

8.33 The policy context within which the development of the LTP2 is framed is essentially defined by the four shared priorities set in the DfT guidance which translate into the following four LTP2 objectives.

- Objective 1: To improve air quality.
- Objective 2: To improve accessibility.
- Objective 3: To improve safety.
- Objective 4: To reduce congestion.

8.34 The LTP2 outlines a further four objectives which have been derived predominantly from 'local priorities' as follows.

- Objective 5: To develop the transport network so that it contributes to an improved quality of life.
- Objective 6: To maintain highways and public rights of way to a standard appropriate to their use.
- Objective 7: To encourage developments to be as sustainable in transport terms as is possible.
- Objective 8: To bring about a significant shift from the car to other ways of travelling, such as walking, cycling and public transport.

8.35 Table 8.3 provides an initial compatibility matrix to identify to what extent the LTP2 objectives are compatible with the proposed SEA objectives that have been outlined in Table 8.2 and vice versa.

8.36 Table 8.3 demonstrates that there is a high degree of compatibility between the LTP2 objectives to improve air quality and to develop the transport network so that it contributes to an improved quality of life and the SEA objectives.

8.37 Table 8.3 demonstrates that the SEA objective aimed at protecting and enhancing biodiversity and important wildlife habitats (SEA objective 14), has a potential conflict with the LTP objective of reducing congestion. This LTP objective may involve provision of additional capacity where this is shown to be the most effective solution, or the reallocation of road space to meet strategic priorities. It may also include improvements to interchanges. There is the potential for conflict between these two objectives, where transport improvements that may require additional land take may affect designated and other important habitats, and highlights the importance of avoidance and mitigation of potential adverse effects on biodiversity where additional transport-related land take is required.

8.38 Equally, there are a number of uncertain, and at this stage potentially negative, effects between the LTP objective of reducing congestion and the SEA objectives of noise, previously developed land, waste, water quality, flooding, climate change, heritage, soil resources and countryside/landscape. These conflicts are largely dependent on the nature of the implementation measures.

8.39 Uncertain but potentially negative effects exist between the LTP objectives of improving accessibility and improving safety and the SEA objectives of air quality,

noise, previously developed land, waste, water quality, flooding, greenhouse gases, biodiversity, heritage, soil resources and countryside/landscape character.

8.40 Similarly, potential negative effects exist between the LTP objectives of maintaining highways and public rights of way to standards appropriate to their use, encouraging developments to be as sustainable in transport terms as is possible, and bringing about a shift from the car to other ways of travelling, and the SEA objectives of noise, previously developed land, waste, water quality, flooding, greenhouse gases, biodiversity, heritage, soil resources and countryside/landscape character.

8.41 The assessment of the possible LTP2 alternatives against the SEA objectives is discussed in more depth in the following section.

Table 8.3 – Initial Compatibility Matrix between LTP2 and SEA Objectives

LTP2 Objectives	SEA Objectives 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1 To improve air quality	✓				✓		✓					✓	✓				
2 To improve accessibility	✓	✓	✓	✓	✓	?	✓	?	?	?	?	?		?	?	?	
3 To improve safety	✓	✓		✓	?	?	✓	?	?	?	?	?	?	?	?	?	?
4 To reduce congestion	✓		✓		✓	?	✓	?	?	?	?	?		X	?	?	?
5 To maintain highways and public rights of way to a standard appropriate to their use	✓	✓	✓	✓		?			?	?	?	✓	✓	?	?	?	?
6 To develop the transport network so that it contributes to an improved quality of life	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
7 To encourage developments to be as sustainable in transport terms as is possible	✓		✓		✓	?	✓	?	?	?	?	✓	?	?	?	?	?
8 To bring about a significant shift from the car to other ways of travelling, such as walking, cycling and public transport.	✓		✓		✓	✓	✓	?	?	?	?	✓	?	?	?	?	?

✓ Broadly compatible X Potential conflict (blank) Not relevant ? Dependent on nature of implementation measures

SEA Objectives

1 To improve the health and well-being of the population and reduce inequalities in health
2 To reduce crime and the fear of crime
3 To improve accessibility and transport links to key services and employment areas.
4 To improve road safety
5 To reduce air pollution and ensure air quality continues to improve
6 To reduce noise pollution
7 To reduce road traffic and congestion through modal shift to more sustainable transport modes
8 To improve efficiency in land use through the re-use of previously developed land and existing buildings
9 To reduce waste arisings and increase reuse, recovery and recycling.
10 To protect local water resources and improve the quality of surface and groundwater
11 To reduce the risk of flooding
12 To address the causes of climate change through reducing emissions of greenhouse gases.
13 To increase energy efficiency and use of renewable energy sources
14 To protect and enhance biodiversity and important wildlife habitats
15 to protect, enhance and make accessible heritage assets and their settings
16 To protect, manage and restore soil resources
17 To promote the protection and enhancement of the countryside and landscape character

ANALYSIS OF ALTERNATIVES

8.42 As already mentioned, the LTP2 has the following eight objectives.

- Objective 1: To improve air quality
- Objective 2: To improve accessibility
- Objective 3: To improve safety
- Objective 4: To reduce congestion
- Objective 5: To develop the transport network so that it contributes to an improved quality of life
- Objective 6: To maintain highways and public rights of way to a standard appropriate to their use.
- Objective 7: To encourage developments to be as sustainable in transport terms as is possible – (alternatives for this objective are covered by objectives 2 and 4).
- Objective 8: To bring about a significant shift from the car to other ways of travelling, such as walking, cycling and public transport – (alternatives for this objective are covered by objectives 2 and 4).

8.43 The SEA Directive states that the Environmental Report should consider "reasonable alternatives taking into account the objectives and geographical scope of the plan" and should give "an outline of the reasons for selecting the alternatives dealt with".

8.44 Central government has provided detailed guidance on the approaches and methods that local authorities should adopt in drawing up their LTP. Although the guidance is quite prescriptive in terms of the principles and priorities that should be adopted, (meaning that Milton Keynes Council does not have the freedom to put forward any alternative it wishes) there remains scope to consider different alternatives broadly consistent with the requirements of the guidance.

8.45 For LTP2 objectives 1-6, a series of strategic alternatives have been selected. These are detailed in Table 8.4. For each alternative an indicative range of measures has been put forward as an aid to understanding only. In reality, the LTP will not be a case of pursuing one alternative rather than another. It is highly likely that a number of alternatives will be pursued in parallel for each objective to achieve the overall aims of the LTP2.

8.46 With regard to the LTP2 objectives 7 and 8, the alternatives to achieve these objectives are considered to be covered under the alternatives for the other 6 objectives as outlined above; therefore these LPT2 objectives have not been included in the assessment of strategic alternatives. For example, the LTP2 can bring about a significant shift from the car to other ways of travelling through the indicative measures shown in improving accessibility and reducing congestion, thus leading to an increase in alternatives to the car such as walking, cycling, and public transport.

8.47 Table 8.4 below sets out the initial assessment of the strategic alternatives of the LTP2, as well as a 'Without Plan' alternative for comparison against the SEA framework. Within the table it is only the strategic alternative that is being appraised rather than each indicative measure which may or may not be pursued in practice. Each strategic alternative has been assigned a positive effect (represented by '+') or a negative effect (represented by '-') or no obvious effect (represented by '=').

Table 8.4 – Assessment of Alternatives

Strategic Alternative	SEA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Without Plan																	
'Business as Usual' – even though LTP1 programmes were only implemented over a 5 year period, the effects of the LTP1 programmes will continue into the future	=	=	=	+	+	=	-	=	=	=	=	-	=	=	=	=	=
Objective 1: To improve air quality																	
Land-use planning *(indicative measures include high density housing in the City Centre)*	=	=	+	=	+	=	+	+	=	=	=	+	=	=	=	=	=
Infrastructure improvements *(indicative measures include Redways improvements for cyclists and walkers; new cycleways)*	+	=	+	+	=	+	+	=	=	=	=	+	=	=	=	=	=
Public transport improvements *(indicative measures include Central Milton Keynes (CMK) Public Transport Improvements Project; New public transport interchange in central core; Purchase of new buses)*	=	=	+	=	+	=	+	=	=	=	=	+	=	=	=	=	=
Behavioural change measures *(indicative measures include workplace and school travel plans)*	+	=	=	=	+	=	+	=	=	=	=	+	=	=	=	=	=
Car parking *(indicative measures include parking control measures as a demand management tool; Inclusion of secure cycle parking facilities in new car parks)*	=	=	+	=	+	=	+	=	=	=	=	+	=	=	=	=	=

Strategic Alternative	SEA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Objective 2: To improve accessibility																	
Infrastructure improvements *(indicative measures include new cycleways; Implementing at-grade pedestrian crossings in the city centre; Traffic management outside of schools; Redways improvements for cyclists and walkers; Bus Rapid Transit (BRT); Station Square Improvements; East - West Rail Link)*	+	+	+	+	+	=	+	=	=	=	=	+	=	-	=	=	=
Public transport improvements *(indicative measures include a new public transport interchange in the city centre; Quality bus corridors; Purchase of new buses; expanded community transport services; Increased evening and weekend public transport services; Restructuring and redesigning of bus network; Improved rail services into CMK; New bus shelters)*	=	=	+	+	=	=	+	=	=	=	=	=	=	=	=	=	=
Behavioural change measures *(indicatives measures include the promotion of travel plans for major employers and real time passenger information)*	=	=	+	=	+	=	+	=	=	=	=	=	=	=	=	=	=
Road safety *(indicative measures include improvements to safety along Redways routes and reducing the number of grade separated routes)*	=	+	+	+	=	=	+	=	=	=	=	=	=	=	=	=	=
Car parking *(indicative measures include the provision of secure cycle parking facilities in new car parks)*	+	+	+	=	=	=	+	=	=	=	=	=	=	=	=	=	=

Strategic Alternative	SEA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Objective 3: To improve safety																	
Infrastructure improvements *(indicative measures include development of the core Redways network; road and bridge improvements; safety improvements on the Redway network; dualling of the A421)*	+	=	+	+	=	=	=	=	=	=	=	=	=	-	-	=	=
Public transport improvements *(indicative measures include traffic management elements of the Public Transport Improvements Project and bus shelter improvements)*	=	+	+	=	=	=	+	=	=	=	=	=	=	=	=	=	=
Behavioural change measures *(indicative measures include measures to tackle speeding vehicles via the Thames Valley Safer Roads Partnership)*	=	=	=	+	=	=	=	=	=	=	=	=	=	=	=	=	=
Information provision *(indicative measures include active promotion of safer driving and more enforcement and Supporting the Community Safety Partnership)*	=	=	=	+	=	=	=	=	=	=	=	=	=	=	=	=	=
Traffic management *(indicative measures include improved safety measures at junctions and traffic calming measures such as speed humps)*	=	=	-	+	-	=	=	=	=	=	=	=	=	-	=	=	=
Road safety *(indicative measures include safer routes to schools; rural traffic calming schemes; local safety schemes)*	+	=	-	+	=	=	+	=	=	=	=	=	=	-	=	=	=
Car parking *(indicative measures include high quality lighting and CCTV at new multi storey car parks)*	=	+	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=

Strategic Alternative	SEA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Objective 4: To reduce congestion																	
Land-use planning	=	=	+	=	+	=	+	+	=	=	=	=	=	=	=	=	=
(indicative measures include high density housing in the City centre)																	
Infrastructure improvements	=	=	+	=	-	-	-	=	=	-	=	-	=	-	-	=	-
(indicative measures include the Bletchley Link; dualling of the A421; M1 Junction 14 Gateway Improvements; Milton Keynes BRT; Junction improvements in CMK)																	
Public transport improvements	=	=	+	=	+	=	+	=	=	=	=	=	=	=	=	=	=
(indicative measures include CMK Public Transport Improvements Project; New Public Transport Interchange in the Central Core; Improved rail services into CMK; More buses; Quality Bus Corridors)																	
Behavioural change measures	+	=	+	=	+	=	+	=	=	=	=	=	=	=	=	=	=
(indicative measures include workplace and school travel plans)																	
Traffic management	=	=	+	=	+	+	+	=	=	=	=	=	=	=	=	=	=
(indicative measures include the Freight Quality Partnership; Real Time Passenger Information; A new Urban Traffic Control (UTC) System)																	
Car parking	-	=	+	=	=	=	+	=	=	=	=	=	=	=	-	=	=
(indicative measures include new multi storey car parks and parking control measures as a demand management tool)																	

Strategic Alternative	SEA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Objective 5: To maintain highways and public rights of way to a standard appropriate to their use																	
Infrastructure improvements *(indicative measures include remedial measure at accident locations; footway and cycle route maintenance; interchange maintenance; road and bridge maintenance; winter maintenance and flood control)*	=	+	+	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Traffic management *(indicative measures include real time passenger information; Freight Quality Partnership; New Urban Traffic Control (UTC) System)*	=	=	+	=	+	+	+	=	=	=	=	=	=	=	=	=	=
Objective 6: To develop the transport network so that it contributes to an improved quality of life																	
Land-use planning *(indicative measures include Neighbourhood renewal in Bletchley)*	+	=	+	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Public transport improvements *(indicative measures include public transport improvement projects; Station Square Improvements; New Public Transport Interchange in the Central Core; Expanded community transport services; Improved rail services into CMK; Real Time Passenger Information)*	=	+	+	=	+	=	+	=	=	=	=	=	=	=	=	=	=

Key to symbols:

+ Overall positive effect

- Overall negative effect

= Has no obvious effect

SEA Objectives

1 – To improve the health and well-being of the population and reduce inequalities in health

2 – To reduce crime and fear of crime

3 – To improve accessibility and transport links to key services and employment areas.

4 – To improve road safety

5 – To reduce air pollution and ensure air quality continues to improve

6 – To reduce noise pollution

7 – To reduce road traffic and congestion through modal shift to more sustainable transport modes

8 – To improve efficiency in land use through the re-use of previously developed land and existing buildings.

9 – To reduce waste arisings and increase reuse, recovery and recycling.

10 – To protect local water resources and improve the quality of surface and groundwater

11 –To reduce the risk of flooding

12 – To address the causes of climate change through reducing emissions of greenhouse gases

13 – To increase energy efficiency and use of renewable energy sources

14 – To protect and enhance biodiversity and important wildlife habitats

15 – To protect, enhance and make accessible heritage assets and their settings

16 – To protect, manage and restore soil resources

17 – To promote the protection and enhancement of the countryside and landscape character

Without Plan

8.48 As demonstrated in Table 8.4, without the implementation of the LTP2 the current observed trends would continue into the foreseeable future. These trends include the effects of programmes contained within the first Local Transport Plan, as even though these programmes were implemented over a five year period, the effects of the programmes will continue into the future.

8.49 Current positive trends include an improving road safety record and improvements in air quality. These improvements are likely to continue into the short-term future, however without the implementation of further programmes, long-term trends are uncertain.

8.50 Current negative trends include continuing increases in traffic volumes, albeit at a decreasing rate of growth, and increasing emissions of greenhouse gases from this growth in traffic volumes.

Objective 1: To improve air quality

8.51 The majority of the strategic alternatives for this objective are assessed as having overall positive or no obvious effects on the SEA objectives and there is no clear preferred alternative in this area and therefore one, or a combination of the following alternatives, could be used to progress this priority including:

- land-use planning;
- infrastructure improvements;
- public transport improvements;
- behavioural change measures; and
- car parking.

Objective 2: To improve accessibility

8.52 The majority of the strategic alternatives for this objective are assessed as having overall positive or no obvious effects on the SEA objectives. The alternative with the most positive effects on the SEA objectives is 'infrastructure improvements' (including Redways improvements and pedestrian crossing improvements), although for the same alternative there is a potential for negative effects on SEA 14 (Protect and enhance biodiversity and important wildlife habitats), which may arise if new cycleways are constructed without appropriate mitigation of any negative effects. However, these impacts will be temporary in nature and mainly associated with construction. Overall, as the other alternatives have no negative effects, a combination of the following alternatives could be used to progress this objective:

- infrastructure improvements;
- public transport improvements;
- behavioural change measures;
- road safety; and
- car parking.

Objective 3: To improve safety

8.53 The following strategic alternatives have been identified:

- infrastructure improvements;
- public transport improvements;
- behavioural change measures;
- information provision;
- traffic management ;
- road safety; and
- car parking.

8.54 The preferred alternatives for progressing this objective is public transport improvements followed by behavioural change measures and information provision, such as active promotion of safer driving and supporting the Community Safety Partnership.

8.55 There is the potential for negative effects from some infrastructure improvements on the SEA objectives 14 and 15 notably due to the construction element and 'hard' infrastructure measures such as road and bridge maintenance and pedestrian footbridge/subway construction. However, these impacts are likely to be temporary in nature. Other small scale hard infrastructure measures such as traffic calming measures may have an impact on biodiversity and built heritage, as well as reducing accessibility to certain areas.

8.56 Some soft infrastructure measures for 'infrastructure improvements' such as improving the environment for pedestrians and cyclists are assessed as having an overall negative effect on SEA15 (To maintain and enhance the quality and distinctiveness of the built environment and cultural heritage) and SEA objective 14 relating to biodiversity. However, these impacts will be temporary in nature and mainly associated with construction.

Objective 4: To reduce congestion

8.57 The strategic alternatives identified for this objective are as follows:

- land-use planning;
- infrastructure improvements;
- public transport improvements;
- behavioural change measures;
- traffic management; and
- car parking.

8.58 From Table 8.4 it can be concluded that the preferred alternatives are 'land-use planning', 'public transport improvements', 'behavioural change measures', 'traffic management' and to a lesser extent 'car parking'. Strategic alternatives relating to hard infrastructure schemes such as building new roads and junction improvements, as an alternative to tackling congestion, would have an overall negative effect on the majority of environmental SEA objectives including air pollution, noise, water

resources, climate change, biodiversity, heritage, soil resources, and countryside/landscape. For SEA objective 7, congestion levels would be decreased, however these would not be though a modal shift to more sustainable modes of transport, rather an increased road capacity, and hard infrastructure schemes are deemed to have an overall negative effect on this objective. However, building new roads would have a positive, primarily short term effect on improving accessibility (SEA objective 3).

Objective 5: To maintain highways and public rights of way to a standard appropriate to their use

8.59 The strategic alternatives identified for this objective are as follows:

- infrastructure improvement; and
- traffic management.

8.60 Both strategic alternatives for this objective are assessed as having overall positive or no obvious effects on the SEA objectives and therefore there is no clear preferred alternative in this area. A combination of the alternatives could hence be used to progress this objective.

Objective 6: To develop the transport network so that it contributes to an improved quality of life

8.61 The strategic alternatives identified for this objective are as follows:

- land-use planning; and
- public transport improvements

8.62 Table 8.4 shows that the alternatives have positive effects on improving health, reducing crime and fear of crime, accessibility, air pollution and road congestion through modal shift to more sustainable modes of transport. A combination of the strategic alternatives could be used to progress the objective of supporting wider quality of life objectives.

REMAINING STAGES OF THE SEA

Introduction

8.63 The following paragraphs describe how the remaining stages of the SEA will be carried out and the format that will be used in producing the final Environmental Report.

8.64 As outlined in paragraph 1.21, the SEA process detailed in the DfT's guidance covers five stages, A to E. This Scoping Report has covered Stages A and B by:

- identifying relevant plans and programmes and their environmental protection objectives;
- collecting baseline data;
- identifying environmental problems and opportunities;
- discussing key environmental issues;

- developing SEA objectives and indicators;
- testing the LTP2 objectives against the SEA objectives;
- discussing key environmental issues; and
- appraising broad strategic alternatives.

8.65 Table 8.5 shows the remaining steps needed for the SEA of the Milton Keynes LTP2 once details of the draft plan are released. These are in line with DfT's SEA guidance.

Table 8.5 – Remaining Stages of the SEA

Stage C – Assessing the effects of the plan or programme
• Predict and evaluate the significant effects of the LTP2, including alternatives, resulting in a refinement of the LTP2, if appropriate • Propose mitigation measures for significant adverse effects of the LTP2 and identify residual effects • Propose measures to monitor the significant environmental effects of the implementation of the LTP2, providing detailed methods by which the environmental performance of the LTP2 can be assessed • Preparation of the Environmental Report
Stage D – Consulting and decision making
• Consulting with the public and consultation bodies on the draft LTP2 and the Environmental Report • Assessment of significant changes to the draft LTP2 to ensure that the environmental implications are identified and influence the revision of the LTP2 • Decision making and provision of information on how the Environmental Report and consultees opinions were taken into account in preparing the LTP2
Stage E – Monitoring implementation of the plan or programme
• Developing aims and methods for monitoring the environmental performance of the LTP2 to determine whether its effects are as predicted • Identifying and responding to adverse effects and developing appropriate responses

Assessment of Effects

Predicting effects

8.66 This task will comprise systematic prediction of the effects of changes to conditions in the 'Without Plan' scenario for each strategy/measure included in the draft LTP2. As required by the Directive, predicted effects will be fully characterised in terms of their magnitude, the time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are cumulative and/or synergistic effects.

8.67 The effects of the evolving plan should be predicted and assessed during the plan-making process to ensure that the final plan is as sustainable as possible. Impact prediction will be undertaken when developing and comparing alternatives and/or proposing groups of specific measures.

Evaluating effects

8.68 Assessing the significance of predicted environmental/sustainability effects is essentially a matter of judgement. Judgements of significance should be systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance should also include information on how the effect may be avoided or its severity reduced.

8.69 When carrying out this evaluation, the following will be considered for each option, policy or proposal, in line with the ODPM's SEA guidance.

- What exactly is proposed?
- Will the option, policy or proposal have a likely significant adverse effect in relation to each of the environmental objectives or targets from Stage A?
- If so, can the effect be avoided or can the severity be reduced?
- If not, can the option be changed or eliminated?
- If the effect cannot be avoided, can the alternative be changed or eliminated?
- If its effect is uncertain, or depends on how the plan is implemented, how can the uncertainty be reduced?

Methodologies for assessing effects

8.70 Table 8.6, based on Appendix 8 of the ODPM's guidance provides a useful summary of the range of techniques that can be used in the prediction and assessment of effects. In addition to expert judgement, causal chain/network analysis and modelling are expected to prove especially useful in the prediction of cumulative, indirect and synergistic effects. GIS is also likely to prove useful in assessing certain types of effect.

Table 8.6 – Prediction and Assessment Techniques for SEA

Technique	Prediction	Assessment
Expert judgement	✓	✓
Public participation		✓
Quality of Life Capital		✓
Geographical information systems	✓	✓
Network analysis	✓	
Modelling	✓	
Scenario/sensitivity analysis	✓	
Multi-criteria analysis		✓
Carrying capacity, ecological footprints		✓
Compatibility assessment		✓

8.71 It will be important to provide some realistic indication of the accuracy of predictions, but particularly in cases where predictions are close to expected thresholds, or are the result of cumulative, synergistic or indirect effects. The network analysis and modelling techniques mentioned above could be used to identify which effects will fall into this category.

Mitigation

8.72 Mitigation will be proposed for significant adverse effects of the LTP2 and residual effects will be identified.

8.73 Where mitigation measures have not been considered as part of the assessment of the strategy - for instance where their likelihood of implementation is uncertain or their effectiveness unclear – DfT advise that the "with mitigation" strategy should be assessed as an alternative to the "without mitigation" strategy.

Monitoring

8.74 Monitoring for the significant environmental effects of the implementation of the LTP2 will be proposed, providing methods by which the environmental performance of the LTP2 can be assessed.

Environmental Report

8.75 The Environmental Report will be produced in accordance with the requirements of the SEA Directive, following the DfT and ODPM SEA guidance.

8.76 Table 8.7 presents the proposed structure and level of detail of the Environmental Report.

Table 8.7 – LTP2 SEA Environmental Report Structure

Section	Details
Non-technical Summary	Summary of findings of the study in non technical language
Introduction	Scope of the study Background to the report and purpose Objectives of the LTP2 and SEA The LTP and SEA processes Requirements of the SEA Directive Consultation – its role Links to other plans and programmes Summary of findings of the assessment
Methodology	Details of who carried out the study and when Collection of baseline environmental data and any difficulties in collecting data, limitations of the data and sources Consultation results and how these have influenced the SEA and LTP Method of assessment used during the SEA
Baseline and SEA Objectives	Baseline environmental data collated including analysis of trends, links to objectives and environmental problems and constraints and their relevance to the LTP SEA objectives and indicators and how they link to other plans and policies
Plan issues and alternatives	Significant environmental effects of the plan and alternatives Reasons why the preferred alternatives were selected and how environmental problems were considered in choosing preferred alternatives
Plan policies and proposals	Significant environmental effects of the policies and proposals and how environmental problems were considered in developing policies and proposals Proposed mitigation measures and residual significant impacts
Implementation and monitoring	Links to project EIAs Proposals for monitoring

APPENDIX A – BASELINE DATA TABLES

Table A.1: Baseline Data, Indicators and Trends for Social Issues

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Age structure	Population – 207,057 of which 50% are male (Census 2001) 0-4 years 7% 5-16 years 16% 17-24 years 10% 25-34 years 15% 35-59 years 37% 60+ years 15%	South East England - 8,000,645 of which 49% are male 0-4 6% 5-15 14% 16-19 5% 20-24 6% 25-44 28% 45-60 22% 60+ 19% UK population from 2000 to 2011 is predicted to grow at 2% compared with 23% for Milton Keynes.	Growth to a population of around 255,000 is planned by 2011	0-4 years projected to increase by 26% by 2011 5-16 years projected to increase by 9% by 2011 17-24 years projected to increase by 19% by 2011 25-34 years projected to increase by 19% by 2011 35-59 years projected to increase by 16% by 2011 60+ years projected to increase by 35% by 2011	Milton Keynes is one of the fastest growing districts in the country- Between 1981 and 2001, its population increased by 64.4%, whereas the population of England increased by only 5.0%. It has much higher than average projected growth rates for 0-34 years, and very high growth rates for 60+ years. Current median age is slightly under 35, projected to be rise slightly to 36 due to migration and births from current residents. Still younger than England, which is projected to have a median age of 41 in 2011.	Population	Milton Keynes Population Bulletin 2004/05, Neighbourhood Statistics ONS Regions in Figures
Working age people	65.8%	South East – 60.9 GB – 61.4				Population	NOMIS and 'midyear population estimates' (2003)
Qualifications of working age population	Milton Keynes – Degree and Higher Degree level qualifications- 21.6% Fewer than 5 GCSEs at grades A-C – 62.6% No qualifications – 12.8%	South East - Degree and Higher Degree level qualifications- 28.5% Fewer than 5 GCSEs at grades A-C – 66.0% No qualifications – 10.8% GB –				Population	NOMIS and 'local area labour force survey' (Mar 2003-Feb 2004), ODPM-NRU, Floor Targets

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
		Degree and Higher Degree level qualifications- 25.2% Fewer than 5 GCSEs at grades A-C – 61.5% No qualifications – 15.1%					
Percentage of school pupils or full-time students aged 16 to 74 years	5% of the resident population were school pupils or full-time students aged 16 to 74 years (Census in April 2001).	5.1% of the population in England and Wales					Neighbourhood Statistics (Census 2001, ONS)
People aged 16-74 with: No qualifications	24.37% (April 2001)	South East – 23.91% England and Wales – 29.08%					
People aged 16-74 with: Highest qualification attained level 4 / 5	18.93% (April 2001)	South East – 21.75% England and Wales – 19.76% In South East 80% of 17 year olds continued to participate in post-compulsory education, compared with 78% in England and Wales		Level 4/5 includes First degree; Higher degree; NVQ levels 4 and 5; HNC; HND; Qualified Teacher Status; Qualified Medical Doctor; Qualified Dentist; Qualified Nurse; Midwife; Health Visitor.			

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Pupils achieving 5 or more GCSEs graded A* to C	2003/04 academic year; 48.2% of pupils in MK achieved 5 or more GCSEs graded A* to C	South East – 55.3% England - 53.7%	In 1998 34.6% (49.2% in SE) had higher than 5GCSEs at grades A-C or equivalent this rose by 13.6% to 48.2% (55.3% in SE) by 2004. This is a sharp increased compared to England's (7.4%) and the South East's (6.1), however MK's score remains lower than the national and regional.			Population	Neighbourhood Statistics
Percentage of Working Age based on total population	65.8%	South East – 60.9% GB – 31.4%				Population	midyear population estimates (2003)
Burglary Offences per 1000 households	2003-13.3	South East 12.1 England – 18.6		2000 – 14.0 2001 – 13.9 2002 – 15.8	Although burglary crime rates have remained static over the last couple of years, overall crime rates have risen slightly.	Material Assets	MKi - Milton Keynes Intelligence Observatory, ODPM- NRU, Floor Targets
Overall Crime Rate	2003- 67.7	South East - 54.2 England – 69.3				Population, Material Assets	ODPM- NRU, Floor Targets
Vehicle Crime per 1000, population	2003- 16.6	South East – 13.0 England – 17.0		1999 – 31.2 2000 – 19.0 2001 – 20.8 2002 – 17.7		Material Assets	MKi - Milton Keynes Intelligence Observatory, ODPM- NRU, Floor Targets

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Robberies per 1,000 population National Crime Survey	2003 – 1.3	South East – 0.8 England – 2.0		1999 – 0.8 2000 – 1.0 2001 – 1.4 2002 – 1.0		Material Assets	Home Office, Crime Statistics for England and Wales
Violent offences committed in public places per 1,000 population	12.2 (2003/04)	Regional Average - 9.1		A 4% increase from 2002 to 2003 (11.7)		Population	ODPM-BVPI (BV127b)
Deprivation	Indices of Multiple Deprivation: Milton Keynes has an overall rank of 204 out of 354 local authorities (a low score indicates greater deprivation). Rank of Income Scale: 89 Rank of Employment Scale: 101					Population	ODPM 2004 IMD
Disability Living Allowance and Attendance Allowance	For August 2003: ***Disability Living Allowance*** 7,335 people (3.8%) in MK received this benefit. ***Attendance Allowance*** 3,180 people (14.5%) in MK received this allowance.	England and Wales - 5.1% England and Wales - 14.4%			The Disability Living Allowance is a benefit paid to people under 65, who are disabled, and need help with personal care and/or getting around. Attendance Allowance is paid to people aged 65 or over who are disabled, either physically or mentally, and who need supervision or assistance with personal care over a prolonged period of time.	Population	Neighbourhood Statistics - DWP
% of households without a car	19.2% of households in Milton Keynes did not have a car or van (2001) 36.3% owned 2+ cars	England and Wales: average of 26.8% with no car or van 29.4% owned 2+ cars				Population, Human Health	ONS Regions in Figures

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Car Ownership Rates	2001 – 0.51 cars per resident 2001 – 1.26 cars per household	10-15% higher than the national average, and is a similar rate to affluent and predominantly rural districts.			Car ownerrhip rates are much higher than urban centres with a similar population, highlighting Milton Keynes dependence on the car.	Population, Human Health	ONS Regions in Figures
% of people using their car for journeys to work	82% (based on Census 2001 – LTP1)		Decrease journey to work by car to 62% by 2006 SITS sets an overall target of reducing the proportion of car journeys to work from the current level of 77% to 55% by 2011.	77% - based on Census 1991	Traffic congestion is worst during the peak periods and is mainly caused by commuter traffic. Almost 80% of journeys to work within Milton Keynes were by car - much higher than the regional average of 60% (1991 Census). 50% of local commuters travel less than 3 miles to work (MKC)	Population, Human Health, Air	Milton Keynes Council: A Sustainable Integrated Transport Strategy for Milton Keynes (1999), MK-LTP1
Number of cars parked in Central Milton Keynes on a weekday at 1000am	2003/04 – 16,342		Decrease journey to work by car to 62% by 2006	2000 – 16,143 cars 2001/02 – 16,105 2002/03 – 16,672		Population, Human Health, Air	LTP1 Annual Progress Report 2004
Total number of passenger journeys made annually on all local buses	6,881,066	Regional- 14,075,573		2001/02- 6,667040 2002/03- 6,512,000 2003/04 – 6,881,000 Over the course of LTP1 there have been steady increases in bus ridership each year. Between 2002/03 and 2003/04, there was a 5% increase.	Traffic forecasts suggest that in 20 years time, traffic in the UK will be between 22% and 46% higher than it is now. For Milton Keynes, traffic forecasts are between 47% and 73% higher than now.	Population, Human Health, Air	ODPM –BVPI (BV102) LTP1 Annual Progress Report 2004 Milton Keynes Council: A Sustainable Integrated Transport Strategy for Milton Keynes (1999)

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Bus passenger satisfaction	38% (2003/04)		48% (2003/04)	41% (200/01) 3% decrease since 2000/01	The 3% decrease in bus passenger satisfaction in 2003/04 was unexpected. Investment by the major bus operator and Milton Keynes Council in programmes to improve bus services need to be ongoing to see improvements in bus passenger satisfaction.	Population, Human Health, Air	ODPM – BVPI (BV104u) LTP1 Annual Progress Report 2004
Modal Split	1991- journeys to work by: car – 77% public transport- 12% cycling – 3% walking – 7% motorcycling – 1% 1996- journeys to shopping from a survey of shoppers visiting the Shopping Centre in 1996: car – 68% public transport- 13% walking – 15% other- 4% Vehicle Cordon Studies (MK) 2001 – 23,000 2002 – 23,000 2003 – 23,500 Bus Passenger Studies (MK) 2002 – 1,902 2004 – 2,161 Inbound Pedestrians (MK) 2003 – 678 2004 – 724 Inbound Cycles (MK) 2003 – 195		2006 – car – 62 public trans.-20 cycling – 10 walking – 7 motorcycling – 1 2011 – car – 55 public trans. - 25 cycling – 12 walking – 7 motorcycling – 1	Past trends have been for the proportion of journeys to work made by car to increase and for the proportion made on foot, by cycle, and by public transport to fall. More recent trends have shown increasing numbers of car trips, but at a slower rate than nationally. Bus usage has shown a significant increase in both peak period and throughout the day recently. Walk trips in the peak hour have also increased recently.	More than any other city in the UK, Milton Keynes was designed around the car with wide and well designed roads but these are beginning to show signs of congestion. Traffic congestion is worst during the peak periods and is mainly caused by commuter traffic. Since most employment is, and will continue to be, within the City, particularly the City centre, congestion and pollution problems will continue to be concentrated on this area.	Population, Human Health, Air	Milton Keynes Council: A Sustainable Integrated Transport Strategy for Milton Keynes (1999) LTP1 Annual Progress Report 2004

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Number of cycling trips at representative locations	Number of cycles parked at a representative number of counting points 2003 - 266		UK National Target adopted for Milton Keynes – triple cycling by 2010	The number of cycles parked in Central Milton Keynes has increased by 27% since 2000.	Past investments in improving facilities have been shown to have positive effect in increasing cyclist numbers and should be continued into the future.	Population, Human Health, Air	LTP1 Annual Progress Report 2004
Number of cyclists on SUSTRANS route by Milton Keynes Central Rail Station	2003/04 – 219		UK National Target adopted for Milton Keynes – triple cycling by 2010	2001 – 167 2002/03 – 185		Population, Human Health, Air	LTP1 Annual Progress Report 2004
Number of people killed or seriously injured on roads in Milton Keynes	2003/04 – 94		2003/04 – 110	From the 1994-98 baseline figures, there has been a reduction in the number of people killed or seriously injured by 30%.	Although there has been a significant reduction in the number of people killed and seriously injured, this number is still deemed to the too high. There is concern that as the figures for 2003/04 showed such a dramatic decrease compared to previous years, this may have been a 'blip' year, and casualties may again be higher.	Population, Human Health	LTP1 Annual Progress Report 2004
Number of children killed and seriously injured	2003 – 13		2003 – 16	From the 1994-98 baseline figures, there has been a reduction in the number of children killed or seriously injured by 38%.	As above.	Population, Human Health	LTP1 Annual Progress Report 2004
% of rural households within 800 metres of an hourly or better bus service	2001/02 - 77%		2003/04 - 77%	The percentage of rural households within 800 metres of an hourly or better bus service has remained at a constant level of 77% since 2001/02.	There is an issue of poor accessibility to jobs, shops, and services in some remote rural areas.	Population, Air	LTP1 Annual Progress Report 2004

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Number of walk trips to work	2003/04 – 6%		1991 Census – 7%	Stabilise journey to work by walking at 7% by 2006	The percentage of walk trips to work has decreased slightly since 1991 and has showed no sign of significantly increasing.	Population, Human Health, Air	LTP1 Annual Progress Report 2004
% of total length of footpaths and other rights of way which were easy to use by the public	2003/04 – 52%		2001/01 – 85% 2002/03 – 39%	Target of 70% by 2006/07	Although there has been a past trend in decreasing ease of use of footpaths and other rights of way, this indicator is now improving. A well maintained footway network is important for safety and to encourage use.	Population, Human Health	ODPM – BVPI (BV 178)
% of pedestrian crossings with facilities for people with a disability	2003/04 – 100%		2000/01 – 90%	Target achieved of 100% by 2005/06	There is a need to maintain this level of disabled pedestrian accessibility in the future.	Population, Human Health	ODPM – BVPI (BV 165)
Number of Community Transport Trips	2004/05 – 40,110 trips by MK Special; 48,360 trips by MK Fastchair		New indicator	New indicator no target set	Community Transport can be used to increase accessibility in hard to reach areas.	Population, Human Health	LTP1 Annual Progress Report 2004
Number of schools with a school place travel plan	2004/05 – 20		2001/02 – 0 2002/03 – 0 2003/04 - 5	100 Schools by 2005/06		Population, Human Health	LTP1 Annual Progress Report 2004
Number of pupils walking and cycling to school	2003/04 – 59%		2001/02 – 60% 2002/03 – 59%	2005/06 – 65% of surveyed schools		Population, Human Health	LTP1 Annual Progress Report 2004
Noise Levels	Noise hotspots are expected to be found at the main road networks and isolated noise generators (airports, railways). Defra is commissioning a noise map which will be produced in the next 12 months.			The EU Noise Abatement Policy may be expected to bring about reductions in ambient noise levels over the long term.	Predicted growth in traffic could accentuate the noise hotspots.	Human Health	Roger Tym & Partners/Halcrow/Three Dragons: Milton Keynes and South Midlands Study

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Stats on Noise Complaints	Complaints per 1,000 pop: 2004-2005: 6.4		The Council standards: - to respond to complaints within 5 working days and; - to resolve 80% of complaints within 4 months.	Complaints per 1,000 pop: 2000-2001: 9.3 2001-2002: 8.3 2002-2003: 8.2 2003-2004: 7.1 The total number of complaints decreased from 1,969 in 2000-2001 to 1,392 in 2004-2005. However, the number of health and safety complaints increased from 99 (2000-2001) to 201 (2004-2005)	The actual number of cases dealt with by MK Community Mediations, shows that 206 cases were closed in 2004, an increase from 190 in the previous year.	Population, Human Health	MK Council website Statistics: Neighbour Complaints and Mediations http://www.mkweb.co.uk/statistics/DisplayArticle.asp?ID=11648
Life expectancy	Male 76.4 (2002) Female 80.0 (2002)	Males in England 76.2 Males in the South East of England – 75.4 Females in England – 80.7 Females in the South East of England – 80.4		Males 1999 – 75.3 2000 – 75.8 2001 - -76.2 2002 – 76.4 Females 1999 – 80.0 2000 – 79.9 2001 – 80.3	The Milton Keynes Public Health Annual Report 2002 showed that the leading causes of death in Milton Keynes are the same as in the country as a whole: cancer, heart disease and respiratory disease	Human Health	ODPM Neighbourhood Renewal Unit
Standard Mortality Ratio	SMR- 107 (103 for males 110 for females)	South East – 93 (92 for males and 95 for females) England - 100			MK mortality rates are high compared with national rates, and much higher compared to the regional SMR.	Human Health	Population Trends 108 - Report: Death registrations in England and Wales, 2001: area of residence
General Health considered 'good'	73%	South East 72% England and Wales 69%			The Census 2001 showed that Milton Keynes compared favourably with England as a whole in terms of health: - 72.5 % of MK population had Good Health compared to 68.8% in England	Human Health	2001 Census, Office of National Statistics

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for the South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
General Health considered 'not good'	7%	South East 7% England and Wales 9%				Human Health	2001 Census, Office of National Statistics
Suicide Mortality Rate	2002 – 6.5	South East – 8.4 England – 8.7		1997 – 9.3 1998 – 8.3 1999 – 9.7 2000 – 7.6 2001 – 8.1	In 1999 suicide rate in MK (9.7) was slightly higher compared to the national (9.6) and regional (8.9) rates, but has been lower for all other years.	Human Health	ODPM- NRU, Floor Targets
Road casualty rate (KSI)	Road casualty rate 2003 Overall – 5.6 KSI- 0.5 Child KSI – 0.3	 South East – 5.0 England – 5.2 South East – 0.6 England – 0.6 South East – 0.2 England – 0.4		Road casualty rate KSI- 1997 – 0.6 1998 – 0.5 1999 – 0.8 2000 – 0.9 2001 – 0.6 2002 – 0.7		Human Health	ODPM- NRU, Floor Targets

Table A.2: Baseline Data, Indicators and Trends for Environmental Issues

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
No. of conservation areas	25 conservation areas (3 new proposed – Little Brickhill, Woburn Sands, Wolverton)	2005 South East of England Stats: National Parks = 0 AONB =-637 thousand hectares / 31% of total area Green Belt = 356 thousand hectares /19% of total area Defined Heritage Coast – 74Km				Cultural heritage, landscape	Local Plan ONS Regions in Figures
No. & area of designated sites	• 2 SSSIs in Milton Keynes Howe Park Wood (24.2 ha) and Oxley Mead (3.4 ha) • One LNR in the Borough at present – Blue Lagoon, Bletchley. • 16 Milton Keynes Wildlife Sites (MKWS) • Wildlife corridors are given the same protection as MKWS, and consist of wetlands, woodland, railway, and road corridors. • Local Wildlife Sites – approximately 200. • 2 Areas of Attractive Landscape (ref Policy S11 of the Local Plan) % of assessed area in favourable or unfavourable recovering condition in Milton Keynes – 100% (2001)	In Buckinghamshire: • 61 SSSIs • 1 National Nature Reserves • 13 Local Nature Reserves % of assessed area in favourable or unfavourable recovering condition Nationally – 56.5% (2001)	Local Plan Target of increasing the percentage of the Council area covered by nature conservation designations should increase from **17.5% to 18%** *(0.3% to 1%)* by 2011		There are a number of important nature conservation sites within urban areas like MK. New habitats were created in the development of the City, such as Linear Parks and road grid corridors, however some habitats have been lost, and local designations are in place to protect what remains.	Landscape, biodiversity, flora, fauna, water, soil	Local Plan Buckinghamshire and Milton Keynes BAP 2000-2010 www.english-nature.org.uk, MKi - Milton Keynes Intelligence Observatory
Population of species and areas of	Natural Area - West Anglian Plain	The UK Steering Group Report (DETR, 1995) lists 416 priority	the Biodiversity Action Plan for	A growing number of species are undergoing	Many of the habitats and associated species found are of national, and in some	Biodiversity, flora, fauna	West Anglian Plain – Natural Area Profile

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
priority habitat	*Priority habitats and key species (flora)*: *Farmed land* (arable land and agriculturally improved pasture) – field cow-wheat, corn cleavers, broad-leaved spurge *Open waters* - marsh dock and golden dock.; *Swaps*- reed sweet-grass, lesser pond-sedge, greater tussock-sedge, giant horsetail and lesser bulrush; *Reedbeds;* *Marshes and flood meadows* – fritillary, great burnet, pepper saxifrage, marsh foxtail and narrow-leaved water dropwort *Gravel Workings and Clay Pits;* *Neutral unimproved grasslands* – Greenwinged orchid, cowslip, adder's-tongue fern, dropwort and pepper saxifrage *Ancient semi-natural broadleaved woodland*- ash, pedunculate oak and field maple, hazel, hawthorn, bluebell, dog's mercury, primrose Valley mires - blunt-flowered rush, marsh valerian, marsh pennywort, marsh arrowgrass, marsh marigold and ragged robin *Urban areas*. Fauna: *Invertebrates*: Anasimyia interpuncta (hoverfly), Libellula fulva (dragonfly) Hydrochus carinatus (beetle), Mallota cimbiciformis (fly), Myolepta luteola (hoverfly), Limnophila pictipennis (cranefly), Sciomyza dryomyzina (fly)	species for which national Species Action Plans would be written. Thirty-eight priority habitats were identified as being of 'high conservation concern'. Buckinghamshire HAPS have been prepared for 12 priority habitats which occur in the County	Buckinghamshire and Milton Keynes requires: - maintaining important habitats to allow individual specious to look after themselves - focusing on individual species, which are seriously endangered The Council area covered by nature conservation designations should increase from 17.5% to 18% (0.3% to 1%) by 2011	rapid declines or have become rare	instances international, importance. The Nature Conservation Forum which aims to conserve the county's wildlife habitats and associated species by carrying forward the Biodiversity Action Plan		Buckinghamshire and Milton Keynes Biodiversity Action Plan 2000-2010

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
	Birds: skylark and grey partridge, barn owl, greylag goose, ringed plover, woodcock *Mammals and other Vertebrates*: grass snake, pipistrelle bat, whiskered bat, brown hare.						
Water Quality (Biological and Chemical quality classified under the General Quality Assessment (GQA) scheme)	Milton Keynes boasts 15 lakes and 11 miles of canals. The Main water courses in MK are the Great Ouse and its tributaries - the Calverton and Loughton Brooks, the Tove, the Ouzel and its tributary, the Broughton Brook. Milton Keynes has five sites monitored by the Environment Agency. For biological quality, 3 sites were very good and 2 good in 2002. For chemical quality, two were good, two fairly good, and one poor in 2002.	Southeast of England 2003 Biological Quality: 42% of rivers were of very good and 19% of good chemical quality. Southeast of England 1990 Biological Quality 31% of rivers were of very good and 8%of good chemical quality	National Standards - By 2005 initiate action to restore to favourable condition (typical plant and animal communities present) other important sites that have been damaged by human activity.	From 1989 to 2001 the following trends for chemical quality were observed at the following 5 sites: Ouzel (Eaton Leys Farm - A421 Road Bridge) – Chemically classified as a 'C' (fairly good) till 2000 when it improved to chemical classification 'B' (good). Biological classification was 'B' (good) in 2002. Broughton Brook (M1- Ouzel) Improved and then deteriorated again from E (poor) in 1995 to 'D' (fair) in 1998, 'C' in 1999, 'D' in 2000 and 'E' in 2001. Biological classification was 'B' (good) in 2000.	British Waterways are compiling a new set of Standards for water courses aiming to include all aspects of water and its environs About 2.5% of the total river length in England, consisting of 27 rivers, have been designated as Sites of Special Scientific Interest. There is evidence of some degradation of chemical water quality in some of the monitored sites in Milton Keynes.	Water	Environmental Agency, ONS Regions in Figures

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
				Ouzel (A421 Road Bridge - Confl. Broughton) 'D' (fair) in 1989 and then 'C' (fairly good) from 1992 till 2001. Biological quality improved from a 'B' (good) to an 'A' (very good) in 2001. Ouzel (Stapleford Mill - Eaton Leys Farm) Slight improvement in 1989 from a 'D' to a 'C', in 1997 from a 'C' to a 'B' but then back to a 'C' in 2001. Biological quality improved from a 'B' (good) to an 'A' (very good) in 2001. Ouse (Motel - Tickford Abbey) Improved in 1989 from a 'C' to a 'B' and remained in that condition throughout. Biological quality improved from a 'B' (good) to an 'A' (very good) from 1995 to 2000.			

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Contaminated Land	- 450 potentially contaminated sites together with a further 206 sites used for storage of petroleum products (62 of which have current petroleum licences) (The 2001 Local Environmental Information Database)				The inspection of the database should be finalised by December 2005.	Soil	Contaminated Land Inspection Strategy, 2001
Waste generation	Milton Keynes produced a total of 107356.4 tonnes of total household waste in 2001/2. Per person that was 0.50 tonnes. The UK construction industry produces three times as much waste as all UK households. The proposed 360,000 new homes in Milton Keynes alone will generate almost half a million tonnes of municipal waste a year. (SE SoE Report)	In 2001 the UK produced 25.1 million tonnes of waste. UK household waste per capita (kg/person) in 2003-4 from: a) arisings (waste not recycled): was 425 b) recycled was 87		Waste arisings have grown by an average of 3.6% from 1992 to 2001 growing particularly in 2001/2, whilst population has increased by an average of 1.8% per year. 1995/96 – 85772.9 (0.44pp) 1996/97 – 88257.9 (0.45pp) 1997/98 – 91213.0 (0.45pp) 1998/99 – 88678.1 (0.44 pp) 1999/00 – 90941.0 (0.44pp) 2000/01 – 97739.8 (0.47pp)	Future waste arisings are predicted to be at a growth of 1.2-1.7% per year due to: a) predicted population growth b) social growth i.e. in the average amount of waste generated per person due to decline in number of people per household, an increase in consumption and an increase in packaging c) leakage (i.e. a growth in the amount of trade waste "leaking" into the household waste stream)	Soil, Landscape	A Waste Strategy for MK

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Household waste management	2003/04 householders separated 18.2% (19,752 tonnes) of HH waste for recycling. 5.8% (6,295 tonnes) of HH waste for composting. 0% of HH waste for was used for heat, power and other energy recovering. 76.0% of HH went to landfill.	Regional Average: Recycling: 13.2 Composting: 3.9 Energy recovery: 1.5 England Recycling: 13.05% Composting: 2.6%	Milton Keynes- 30% of household waste by 2005/06 to be recycled (19%- 22,291tonnes) and composted (11%- 10,318 tonnes). 32% by 2007/08. UK targets- recycle/compost at least: 25% of Household waste by 2005, 30% by 2010 and 33% by 2015 European targets– Recycle Glass 60% Paper/Board – 60% Metal 50% Plastics – 22.5% Wood – 15%	Recycling: 2001/02- 11.8% 2002/03- 13.9% Composting: 2001/02- 1.5% 2002/03- 2.4% Landfilling: 2001/02- 86.6 2002/03- 83.6	No waste in Milton Keynes is currently used for energy recovery and there are no plans at present for energy recovery activities. 100% of the population resident in the authority's area served by a kerbside collection of recyclables There is a seasonal effect on these figures; Composting will fall in the winter and recycling is expected to increase after Christmas. MKC has a no-incineration policy. it is permitted to send 66,028 tonnes of biodegradable waste to landfill in 2005/06 but must reduce this to 44,753 tonnes by 2010.	Soil, Landscape	MK Corporate Plan 2005/08, ODPM –BVPI (BV82a, 82b, 82c, 82d)
Cost of waste collection per household	£57.6	Regional – £41.5		2001/02- £36.5 2002/03- £43.2		Soil, Landscape	ODPM –BVPI (BV86)
Net cost of waste management (Cost of waste disposal per tonne for municipal waste)	2003/04 - £29.0	Regional - 43.9	2004/05 – 35.69 2005/06 – 33.75 2006/07- 37.35 2007/08 – 41.0	2001/02- 27.7 2002/03- 28.6		Soil, Landscape	ODPM –BVPI (BV87)

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Kg of household waste collected per head	03/04 - 515.9	Regional- 420.0	04/05 – 538.9kg 05/06 – 545 kg 06/07 - 561 kg 07/08 – 578 kg	2001/02- 452.2 2002/03- 526.5	Household waste collected per head has been increasing over recent years by 1.5% and targets have been set accordingly. 03/04 decrease was due to the exceptionally dry weather.	Soil, Landscape	ODPM –BVPI (BV84)
Percentage of Public Satisfaction	2003/04- a) HH waste collection - 78% b) recycling facilities – 72% c) civic amenity sites (waste disposal) – 76%	England Median 03/04 a) 86% b) 70% c) 78%	2006/07 a) 88% b) 82% c) 87%	A decrease observed since 2002/03 values of a) 88% b) 82% c) 87%		Population,	MKC- Corporate Strategy 2005-08
Number of missed collections per 100,000 collections of household waste	2004/05- 40.90		2004/05 – 50 2005/06 – 40 2006/07 – 38 2007/08 –36	2003/04 – 51.88 2002/03 – 94.85	Number of complaints has dropped considerably since 2002. This is due to the weekly collections system now being well established and both the public and crews being use to the routes and times of collection. A significant improvement on the 2004/05 target and was the best ever figure reported since this indicator was first collected. In February 2005, all missed collections were rectified within 24 hours. Future targets will be hard to achieve because the bulk of improvement has already been achieved but targets set to maintain quality of service.	Population, human health	BVPI 105 (MKC Corporate Strategy 2005-08)

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Industrial sites generating wastes	6 sites- in 2003: 1) MK General NHS Trust transferred radioactive waste incineration of <1MBq of Total Beta/Gamma (excl. tritium) and <100GBq of Tritium; 2) Chemetall PLC disposed 81t of household or similar non-hazardous waste into land, 192t of hazardous waste disposed by physio-chemical treatment, 111t of acid, alkaline or saline waste (non hazardous) by physio-chemical treatment, 61t of chemical deposits and residuals (non hazardous) by incineration on land, 48t of mixed and hazardous undifferentiated materials by incineration on land. 3) Wafer Technology Ltd. Disposed 389.5t by surface impoundment, 1t by incineration and 50t onto landfilling. 4) Indium, Corp. of America disposed 3813kg of special waste, 5) Milton Keynes Paint Ltd, disposed of 125t of hazardous chemical wastes by recovery-solvant reclamation/regeneration route.					Soil, Water and Human Health	Environmental Agency

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Extent of floodplain	Flood map of the area indicates that floodplains are located along the main water courses. Flooding from a river has a 1% (1 in 100) or greater chances happening each year without defences. Some areas are also likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year. Current status – 2 Flood Warning and 1 Flood Watch - flooding is possible from the North sea (22.07.05 at 18.15)	The South East has over 235,000 properties at risk from flooding.			There are two flood defences in the area built in the last five years to protect against river floods with a 1% (1 in 100) chance of happening each year. In Milton Keynes and Ashford about a third of flood defences offer a low standard of protection (lower than the ABI 75 year standard of protection). But this is not necessarily a problem in Milton Keynes because many areas are naturally protected due to land elevations or have adjacent land with relatively low asset values such as open space or car parks.	Water, Landscape	Environment Agency: Flood Map; Milton Keynes Drainage Strategy – Development and Flood Risk Supplementary Planning Guidance May 2004; Roger Tym & Partners/Halcrow/Three Dragons: Milton Keynes and South Midlands Study, SE SoE Report.
Water resources	Most of the water supplied to Milton Keynes is piped in from Grafham Water in Cambridgeshire. -A few of the more rural properties have private water supplies serviced from a total of twenty springs or wells which are monitored for quality by council officers. Water Supplied (Ml/day) 1,315	The South East has some of the highest rates of per capita consumption, and as population increases, household size decreases and climate change progresses, overall water demand is expected to rise significantly. National average household per capita consumption of water litres per head per day in 2003 was 154	Household consumption of water per person has increased by 7% between 1992 and 2001, and by 70% over the past 30 years.	Saving of 25% on water consumption for all new housing	Campaign to Protect Rural England (CPRE) is concerned, by proposals for the Milton Keynes/South Midlands Growth Area where substantial new housing is proposed in an area of insufficient water supply. IPPR concludes that there is potentially enough water in the South East to meet the rising demand for new housing and domestic consumption, but only with the timely provision of new water resources and high water efficiency savings in existing and new homes.	Water	Milton Keynes and South Midlands Sub-Regional Strategy 2005 Drinking Water for England – Annual Report 2004 Institute for Public Research

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
UK National Air Quality Targets	• No currently designated AQMAs. • The air quality objectives for benzene, 1,3-butadiene, lead and sulphur dioxide are currently being met and should still do so by the prescribed date (2003-5) • The air quality objectives for carbon monoxide and particulate matter are currently being met. Predicted concentrations are also expected to meet the objectives. • The annual objective for NO2 is currently being exceeded at some locations adjacent to the M1 motorway, and is predicted to exceed the objective in 2005 within 20-30 metres either side of the M1 at busy locations. As there are no residential properties within this area, local action to control air quality as a result of the exceedance, will not be necessary.		Carbon monoxide is a maximum daily running 8-hour mean concentration of 10 mg/m3 to be achieved by the end of 2003 For NO2 an annual mean concentration of 40 µg/m3 and a 1-hour mean concentration of 200 µg/m3 not to be exceeded more than 18 times a year. Both nitrogen dioxide objectives are to be achieved by the end of 2005.	**Human health based objectives:** SO_2: 266µg/m³ not to be exceeded more than 35 times per year (15 minute mean) by 2005, 125µg/m³ not to be exceeded more than 3 times per year, (24 hour mean) by 2005 and 350 µg/m³ not to be exceeded more than 24 times per year, (1 hr mean) by 2004 PM_{10}: 40µg/m³ annual mean (2004) and 50µg/m³ not to be exceeded more than 35 times per year, 24 hour mean (2004) CO: 10mg/m^3 (8hr mean) by 2004 NO_2 : 40µg/m³ annual mean (2005) and 200µg/m³ not to be exceeded more than 18 times per year, 1 hour mean (2005) Source: UK Air Quality Strategy (2000)	No current problems with air quality in the Milton Keynes area that impact significantly enough on residents for the designation of AQMAs.	Air, Climatic Factors	Review and Assessment of the Air Quality of Milton Keynes, Third Stage, December 2000 Milton Keynes Council: Updating and Screening Assessment May 2003

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Industrial Emissions	Authorised/permitted industrial processes (2005): Part B Processes – 29. Part B Vapour Recovery Processes – 35 Part A2 processes – 1 Part A1 processes (Environment Agency enforced) – 7 IPC is largely replaced by Integrated Pollution Prevention and Control (IPPC). There are currently transitional arrangements to implement IPPC. Number of IPPC applications to operate Part A1 and A2 installations: 2003 – A1 (1), A2 (1) 2004 – A1 (5) 2005 – A1 (3), A2 (1)					Air, Climatic Factors	Milton Keynes Local Plan, 2002 Local Air Quality Management Progress Report 2005 Local Air Quality Management Progress Report 2005

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
CO_2 Emissions	A local partnership climate change strategy for Milton Keynes was supposed to be developed by 2002 according to LA 21. Data on the status of this proposed partnership is unavailable.	National 'basket of GHG' in 2004 was 183 million tonnes in equivalent Carbon weight National CO_2 in 2004 was 158 million tonnes in equivalent Carbon weight	The UK Kyoto Protocol target - to reduce GHG emissions by 12.5% below 1990 levels over the period 2008-12 (182.71 million tonnes in equivalent Carbon weight); The national goal - to reduce CO_2 emissions by 20% below 1990 levels by 2010 (131.70 million tonnes in equivalent Carbon weight). The Government is committed to cutting the UK's carbon emissions by 60% by the year 2050.		Housing is responsible for 25% of the UK's carbon emissions Reduction in the amount of biodegradable waste buried in landfill sites - known to produce methane, a powerful greenhouse gas and cause pollution would also cut GHG emissions.	Air, Climatic Factors	Securing the Future - UK Government sustainable development strategy

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Energy Efficiency	average SAP(standard assessment procedure) rating of authority dwellings (1 (highly inefficient) to 100 (highly efficient)) 2003/04 – 59.9% Approximately 1,600 houses have been built each year in Milton Keynes since 1998 all with an energy efficiency rating of 9 (out of a maximum of 10).	Regional – 60.1%	In October 1999, English Partnerships announced that all new houses built in Milton Keynes must have an energy efficiency rating of 10 out of 10 compared to the national average of 4.3 out of 10. National: domestic energy efficiency - improve by 20% by 2010, and a further 20% by 2020			Air, Climatic factors	ODPM -BVPI (BV63) http://www.mkweb.co.uk/business_support/DisplayArticle.asp?ID=524
Renewable Energy (RE)	Milton Keynes: 0.1% of energy from RE in 1999	In the South East, only 0.65% of electricity generation is from renewable sources in 2002. Renewable electricity generated as a percentage of total electricity in the UK 2003 was 2.7.	South East targets: 620MW (5.5% of generation capacity) by 2010, 895MW (8%) by 2016, and 1750MW (16%) by 2026 Local: 10% of energy from RE by 2011	The UK's first active solar house was built in Bradville in Milton Keynes in 1972.	Development of RE infrastructure has the potential to have adverse visual and amenity impacts, especially in areas of sensitive or designated landscape or close to residential property, and adversely affect biodiversity. It should be located and designed so as to avoid conflict with landscape and wildlife conservation, as set out in PPG7 (The Countryside) and PPG9 (Nature Conservation).	Air, Climatic factors	South East England Regional Assembly: Proposed Alterations to Regional Planning Guidance; South East – Energy Efficiency and Renewable Energy; Milton Keynes Local Plan, Second Deposit Version, Oct 2002

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Conservation of Energy	No data currently available		a) Reduction in energy consumption in the Borough of 30% by 2005 b) Promote more sustainable modes of transport and improve travel choice	The national home-energy conservation target is for a 30% increase in domestic energy efficiency by 2010	Lack of data and monitoring for energy efficiency.	Air, Climatic factors	Local Agenda 21
Archaeological Sites	The heritage of the area of MK is good, stretching from the Prehistoric period through to World War 2. Amongst the standing monuments are ▪ a prehistoric camp, ▪ barrows, ▪ castle and monastic earthworks and ▪ Over one thousand listed buildings.					Cultural Heritage	Milton Keynes Council, www.mkheritage.co.uk

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
No. of Listed Buildings and proportion at risk	▪ Milton Keynes has 1 entry on the buildings at risk : ▪ Tyringham, Stoke Goldington, grade II*, condition: very bad.	Nationally 3.6% of Grade 1 and Grade II* listed entries are at risk in England and Wales, 588 in London The number of entries in the South East on the Register is down from 213 to 208 this year. Of the 233 entries in the South East section of the 1999 Register: * 75 have now been removed * Ten were removed this year (eight of which were on the 1999 Register) * Five new entries have arrived, four of which have strategies in place to help		The Bathing Pavilion and Stable Block at Tyringham Hall in Milton Keynes have both been removed from the register in the last year.		Cultural Heritage	English Heritage Buildings at Risk Register 2005

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Urban Open Space	More than 20% of the land area of Milton Keynes is devoted to public open space, including three ancient woodlands and 400 acres of lakes. 9,173,000m2 of grass There are 4,000 acres of parks and 20 million trees, including a cathedral of trees based on the layout of Norwich Cathedral. 3 Parks and Gardens of Special Historic Interest: - Chicheley, - Gayhurst and - Tyringham				Milton Keynes was designed according to the garden city movement principles, having an integrated landscape which permeates throughout the city Milton Keynes, as an expanding town, had in the five years preceding 1999 witnessed a 29% increase in the area of green space it was responsible for but had been subject to a 26% cut in budget. MK does not have a park strategy and no parks ranger services.	Cultural Heritage	Milton Keynes Council, Milton Keynes Parks Trust
Woodland	1998- Woodland cover: 4,200ha 4.9% of district land area			A total of 365 ha of new woodland have been planted in Milton Keynes new town since 1971.	As well as providing a wildlife habitat, new woodland is useful for screening, sound insulation, absorbing air pollution and for locking up carbon to offset global warming.	Landscape	Buckinghamshire and Milton Keynes Biodiversity Action Plan 2000-2010,, Buckinghamshire Tree and Woodland Strategy 1998

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Agriculture	2004: • % of land in organic production – no data available • of land covered by NVZs – no data available	In the UK 2003 area covered by: Agricultural land - Grasses & rough grazing 1: 50% Agricultural land - Crops & bare fallow: 19% Agricultural land – Other 2: 4% Forest & woodland 3: 12% Urban land & land not otherwise specified 4: 14% Inland water 5: 1%			The agricultural industry now employs a mere fraction of the numbers in the pre-Milton Keynes era. Only 1% of the region's workforce is currently employed in the agricultural sector. (services sector is the largest with 76% in which, retail and wholesale distribution is the biggest sector)	Landscape	www.mkweb.co.uk
% of new housing development on previously developed land	19% (2003/04)	Regional Average - 81.6% England 2004- 67%		2001/02 – 7.5% 2002/03 – 18.5% 2003/04 – 19.0%	The Government's estimated levels of housing growth for Milton Keynes shows that by 2016, Milton Keynes will grow by an additional 35,100 homes. The housing built on previously developed land is low in comparison to the region but is on the increase.	Material Assets, Landscape	http://www.mkweb.co.uk/statistics/documents/Quality%5Fof%5FLife%5FIndicators%2Edoc, ODPM (BV106)

Table A.3: Baseline Data, Indicators and Trends for Economic Issues

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
Town Centre Health Check	Milton Keynes has 1 Beacon Town (Wolverton)	The total number of Beacon towns in England is 18 out of 235 towns taking part in the Countryside Agency's Market Towns Initiative.	None identified	Wolverton –MK became a Beacon Town in the first tranche of Beacon Towns announced July 2003 which included 9 towns; Group 2 was in January 2004 and included 6 towns and Group 3 in August 2004 included 3 towns.	Wolverton, Milton Keynes demonstrates how small market towns acting as rural service centres can attract inward investment and private sector engagement, as a result of undertaking the Countryside Agency's Market Towns health-check and developing an action plan.	Material Assets	The Countryside Agency
Percentage of principal roads in need of repair	4.2% (2003/04)	Regional average – 8.7	None identified	2001/02 – 8.3% 2002/03 – 2.1% 2003/04 – 4.2% An increase of 50% in roads that are in need of repair since 2002.		Material Assets	ODPM –BVPI (BV96)
Measure of Productivity	19,1783 (2001)	South East – 20,336 England – 15,585 (2001)	2000 – 17,010			Population, Material Assets	ODPM- NRU, Floor Targets
Unemployment	1.9%	South East – 1.5% GB – 2.4%		2000 – 1.6 % 2002 – 1.7% 2004 – 2.0%	Unemployment in the Milton Keynes Unitary Authority area rose by 34 claimants to a rate of 2% between April and May 2005. The Milton Keynes rate is below the United Kingdom average of 2.4% but above the rate of 1.4% for the South East	Population	MKi - Milton Keynes Intelligence Observatory
% of unemployed, based on economically active	5.3%	South East- 3.9% GB – 5.0%				Population	NOMIS and 'local area labour force survey' (Mar 2003-Feb 2004)

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
% of Jobseekers Allowance (JSA) claimants as a proportion of resident working-age people	2.0% (May 2005)	South East- 1.4% GB- 2.3% (May 2005)		April 1996- 4.2 April 1997- 3.1 April 1998- 2.1 April 1999- 1.9 April 2000- 1.6 April 2001- 1.4 April 2002- 1.7 April 2003- 2.0 April 2004- 2.0 April 2005- 1.9		Population and Material Assets	NOMIS and 'claimant count with rates and proportions'
Percentage of economically active from working age people	84.2%	South East – 82.1 GB- 78.2				Population and Material Assets	NOMIS and 'local area labour force survey' (Mar 2003-Feb 2004)
Percentage of economically inactive working age people	15.8% out of which 5.2% want a job and 10.5% do not want a job)	South East – 17.9% out of which 5.0% want a job and 12.9% do not want a job) GB – 21.8% out of which 5.7% want a job and 16.1% do not want a job)				Population and Material Assets	NOMIS and 'local area labour force survey' (Mar 2003-Feb 2004)
Job Density representing the ratio of total jobs to working-age population	Milton Keynes - 1.0	South East – 0.9 GB- 0.8		By 2011 to have 3% more jobs than resident labour force in the Borough and 12% more in the City.		Population and Material Assets	NOMIS and 'jobs density' (2003),MK Local Plan
New firms: registrations	50.2 (2003) per 10,000 adult population	South East – 46.7 England – 41.8	1997 – 56.8 1998 – 55.7 1999 – 51.4 2000 – 49.5 2001 – 47.3 2002 – 49.5			Material Assets	ODPM- NRU, Floor Targets

Indicator	Quantified data (Milton Keynes Council)	Comparators (Quantified data for South East of England Region and England and Wales)	Targets	Trends	Issue identified	Associated SEA topics	Source
VAT registered businesses	Registrations 11.8% (845 businesses) Deregistration 9.6% (690 businesses)	South East - Registrations 10.6% Deregistration 9.7% GB- Registrations 10.6% Deregistration 9.7%				Material Assets	NOMIS and vat registrations/ deregistrations by industry (2003)
The % increase or decrease in the total number of VAT registered businesses in the area	12.8% (2000-2001)	National – 10.8%				Material Assets	http://www.mkweb.co.uk/statistics/documents/Quality%5Fof%5FLife%5FIndicators%2Edoc