

## Assessment Summary – Compatibility testing

A compatibility test was undertaken on the LTP Objectives against the SEA objectives to identify inconsistencies and cooperation between their specific aims. The assessment has identified where policy can be formulated to make the two sets of objectives more compatible resulting in a more sustainable transport plan which incorporates and respects economic prosperity, improved access and environmental considerations.

Overall, the LTP Objectives show good compatibility with the SEA Objectives. There are however, a number of areas where uncertainties and incompatibilities were identified. These are summarised below, together with recommendations for improving compatibility.

### **Climate Change**

**Local Transport Plan Objective 1:** *Reduce reliance on fossil fuels and support low carbon technologies.*

Objective 1 supports SEA objectives to improve air quality and reduce greenhouse gas emissions.

Reducing reliance on fossil fuels and encouraging low carbon technologies will potentially support the SEA biodiversity objectives. However, any policies entailing construction could reduce the compatibility of the LTP Objective with the SEA Objectives.

Policy should consider habitat protection, mitigation plans, and the use of sustainable materials for construction works.

**Local Transport Plan Objective 2:** *Support communities to live locally*

Objective 2 supports SEA objectives aimed at improving accessibility but could potentially have negative effects on landscapes and place distinctiveness.

Policy should also seek to safeguard cultural heritage assets and consider the suitability of transport options against individual place characteristics.

**Local Transport Plan Objective 3:** *Adaptation and improving the transport network to ensure resilience to climate change*

Objective 3 is unlikely to be compatible with SEA objective WSM3. Any interventions requiring construction works could impact mineral resources through use as construction materials, and may lead to effects on areas designated for mineral extraction by increasing demand. Effects are also likely to occur to biodiversity and landscapes.

Policy should consider habitat protection, mitigation plans, and the use of sustainable materials for construction works.

### **Supporting Economic Prosperity**

**Local Transport Plan Objective 4:** *Improve connectivity*

Objective 4 is the least compatible LTP objective. It is unlikely to be compatible with SEA Objective WSM3, WSM4, BI2 and CC1. Improved connectivity implies an increase in the number of routes and volume of travel. Also any objective which requires construction could affect mineral resources, biodiversity, landscapes and noise and air quality levels.

Improved connectivity will support SEA objectives to improve accessibility and reduce crime.

Policy should consider habitat protection, mitigation plans, and the use of sustainable materials for construction works. Policy should also promote inclusion of noise reduction materials in construction of transport infrastructure and ensure transport systems do not increase poor air quality levels and improve existing AQMAs.

**Local Transport Plan Objective 5: *Resilient and reliable transport system for goods and services***

Objective 5 has the potential to be incompatible several SEA objectives. These relate to biodiversity, noise, air quality and climate change.

These issues could be managed through mitigation and goods and services transport system policy should be formulated using a holistic approach with the aforementioned issues. As before, any interventions requiring construction works could impact mineral resources through use as construction materials, and may lead to effects on areas designated for mineral extraction by increasing demand. Construction works could also likely to negatively affect biodiversity.

The meaning of 'resilient' in this context was slightly ambiguous to the assessor.

**Local Transport Plan Objective 6: *Supports rural vitality and integrity of our town centres***

Economic investment resulting in development could have a negative effect on the natural environment, but a holistic approach to formulating policy and the inclusion of mitigation plans could ensure specific areas/habitats are avoided or compensated for.

Existing AQMAs must not be worsened by transport system improvements and any investment of development should consider specific area distinctiveness and heritage assets.

**Local Transport Plan Objective 7: *Reduce the need to travel***

Objective 7 is the most compatible with the SEA objectives. Any reduction in motor vehicle travel will potentially improve all biodiversity, landscape, air and noise, and climate change objectives. However, should this shift be promoted through the relocation or development of new retail or employment sites there exists potential for tension with the SEA Objectives.

If policy encourages walking and cycling as a travel reduction method then the SEA health objective will also be compatible, however, this could introduce incompatibility if new infrastructure is needed to facilitate a modal shift.

## **Respect and Enhance the Environment**

**Local Transport Plan Objective 8:** *Make the most of opportunities to protect and enhance the environment*

Policy should promote the integration of habitat corridors alongside any interventions. Policy should also promote sustainable modes and the safeguarding and potential avoidance of protected sites/habitats.

**Local Transport Plan Objective 9:** *Minimise the use of natural resources and minimise waste*

Objective 9 supports SEA objectives to protect mineral resources, the environment, landscapes, and the reduction of air, noise and greenhouse gas emissions.

Policy should promote sustainable modes and the safeguarding and potential avoidance of protected sites/habitats. Sustainable materials and waste minimisation should also be promoted for use in construction.

**Local Transport Plan Objective 10:** *Provide sustainable access to Cornwall's environment*

Objective 10 could require construction to improve access so could potentially have a negative effect on the natural environment and resources. It will support SEA objectives to improve accessibility throughout the county.

Policy should promote sustainable modes and the safeguarding and potential avoidance of protected sites/habitats. Sustainable construction practices should be promoted where it is necessary to construct.

## **Healthy Active Lifestyles**

**Local Transport Plan Objective 11:** *Improve the health of our communities through active travel*

Improving opportunities for active travel could potentially improve accessibility in some cases potentially supporting the accessibility SEA objectives.

Policy should promote active travel options wherever possible.

**Local Transport Plan Objective 12:** *Increase awareness and an understanding of the health benefits of integrating cycling and walking into our daily lives*

Objective 12 supports SEA objective HSC3 which encourages healthier lifestyles. It is not applicable to the other SEA objectives.

## **Community Safety and Individual Wellbeing**

**Local Transport Plan Objective 13:** *Reducing crime and the fear of crime in using transport*

Objective 13 has the potential to support the accessibility and safety SEA objectives if the reduction of crime is integrated into road safety policy and if security and waiting times are improved for services.

**Local Transport Plan Objective 14:** *Improving road safety*

Objective 14 supports the crime and road safety SEA objectives.

**Local Transport Plan Objective 15: *Reduce noise and air quality impacts***

Reducing noise and air quality impacts will potentially support SEA objectives to protect and enhance the environment and improve landscapes and townscapes.

**Equality of Opportunity**

**Local Transport Plan Objective 16: *Improving access to employment, education, health and leisure***

Improved connectivity implies an increase in the number of routes and volume of travel. Even if transport is sustainable it could still have a negative effect in areas where there were originally no transport routes. Also any objective which requires construction will affect mineral resources, biodiversity, landscapes and noise and air quality levels.

Improved connectivity will support SEA objectives to improve the economy, accessibility and reduce crime.

Policy should consider habitat protection, mitigation plans, and the use of sustainable materials for construction works. Developers should consider noise reduction materials in construction of transport infrastructure and ensure transport systems do not increase poor air quality levels and improve existing AQMAs. Alternatives should be considered before impacting on water and soil resources.

**Local Transport Plan Objective 17: *Improving accessibility to public transport (Physical and infrastructure)***

Again Objective 17 is likely to require construction potentially having a negative effect on the environment. Objective 17 will support the accessibility and economic SEA objectives.

Policy should consider habitat protection, mitigation plans, and the use of sustainable materials for construction works. Developers should consider noise reduction materials in construction of transport infrastructure and ensure transport systems do not increase poor air quality levels and improve existing AQMAs. Alternatives should be considered before impacting on water and soil resources.

Draft Compatibility Testing of LTP Objectives against SEA Objectives

This is a similar test to that applied to Goals, but looking at Objectives. Aim is again to highlight potential conflict and synergy and identify opportunities to avoid or reduce conflict and maximise benefit.

Simple traffic light style presentation with commentary on conflicts/opportunities

LTP Objectives are as of 8/10/2010.

Key:

✓	Compatible	*	Not compatible	?	Uncertain
---	------------	---	----------------	---	-----------

		WSM1: Minimise the impact of the transport network on the quality and quantity of the county's water resources.	WSM2: Reduce contamination and safeguard soil structure quality and quantity from transport systems and infrastructure.	WSM3: Minimise the impact of transport on mineral resources.	WSM4: Minimise the waste produced by transport systems and infrastructure.	BI1: Conservation and enhancement of protected habitats and species and making a positive contribution to the local BAP.	BI2: Improvement of ecological coherence, habitat connectivity and climate change resilience and adaptation.	AO1: Reduce social, economic and environmental costs of transport on air quality.	N1: Reduce the noise impact of the transport system.	CC1: Mitigation: reduce the contribution of transportation to greenhouse gas emissions.	CC2: Adaptation: minimise the vulnerability of the transport infrastructure to climate change.	LTCH1: Create places, spaces and buildings that enhance local distinctiveness, appearance and sense of place.	LTCH2: Protect and enhance buildings, sites, structures and heritage assets that contribute to the quality of countryside, townscape and the public realm.	LTCH3: Protect and enhance landscape character and local distinctiveness including Areas of Outstanding Natural Beauty and the World Heritage Site.	HSC1: Reduce the number of people killed and seriously injured in road collisions.	HSC2: Reduce crime levels and fear of crime.	HSC3: Encourage healthier lifestyles particularly by encouraging more people to walk and cycle.	A1: Improve accessibility of jobs, shops and other amenities for rural communities.	A2: Reduce the community severance effects of infrastructure.	A3: Provide an inclusive transport network that meets the needs of society and specific groups such as the disabled and elderly.	A4: Increase sustainable and inclusive access to the countryside	E1: Invest in transport systems that will create a strong and sustainable economy by addressing economic barriers to growth, in particular access and congestion	
Ob1	Reduce Reliance on fossil Fuels and support low carbon technologies	0	0	0	0	?	?	✓	0	✓	0	0	0	0	0	0	0	0	0	0	0	0	?
Ob2	Support Communities to live locally	0	0	?	0	0	0	0	0	0	0	?	?	0	0	0	✓	✓	✓	✓	✓	✓	?
Ob3	Adaptation and improving the transport network to ensure resilience to climate change	0	0	x	0	?	?	0	0	0	✓	0	0	0	0	0	0	0	0	0	0	0	0
Ob4	Improve Connectivity	?	?	x	x	?	x	?	?	x	0	0	0	?	0	✓	?	✓	✓	✓	✓	✓	✓
Ob5	Resilient and reliable transport system for goods and services	0	0	?	?	?	?	?	?	?	?	0	0	?	0	0	0	✓	0	✓	0	✓	
Ob6	Supports rural vitality and	0	0	0	0	?	?	?	?	0	0	✓	✓	?	0	?	0	✓	✓	✓	?	✓	



