

Assessment Summary - Compatibility of LTP3 Goals against SEA Objectives

A compatibility test was undertaken on the LTP3 goals against the SEA objectives to identify potential inconsistencies and potential synergies. It is evident that there are certain potential conflicts between the goals and SEA objectives, but also evidence of strong positive support between the two.

Climate Change: *Transport in Cornwall will respond to the challenges of climate change by ensuring we have a resilient transport network, we will reduce our reliance on fossil fuels in recognition of peak oil and we support communities to live locally.*

The compatibility of the climate change goal will be largely dependant on the nature of the interventions developed to protect and enhance the transport network against the effects of climate change. Any interventions requiring construction could have adverse effects on the natural environment and landscape characteristics, but with proper mitigation the impact could be reduced.

The goal supports other SEA objectives concerning the reduction of greenhouse gases and improving the accessibility of jobs, shops and other amenities for rural communities. With specific policy support for the safeguarding of local distinctiveness and encouragement for active travel a greater number of SEA objectives can be achieved.

Supporting Economic Prosperity: *Transport in Cornwall will support economic prosperity and raise income levels by improving transport links for business and access to employment, education and training.*

The economic prosperity goal is unlikely to be compatible with the biodiversity SEA objectives and is likely to have negative impacts on the noise and air quality objectives due to an increase in output levels. It could also generate a negative effect on specific landscapes and place distinctiveness. Economic support and associated development must have consideration for natural resources and the environment ensuring a holistic approach in creating policy.

The goal supports SEA objectives to improve accessibility to services, especially for vulnerable groups and is likely to help lower crime levels and improve population health and wellbeing.

Tourism plays a key role in the Cornish economy. Five million people visited the region in 2009 spending over a billion pounds. Adding tourism to the list of employment, education and training in this LTP goal would illustrate that this vital economic generator has been considered within LTP3.

Respect & Enhance the Environment: *Transport in Cornwall will respect and enhance our beautiful natural and built surroundings through the way in which we travel and deliver transport.*

The compatibility of the respect and enhance the environment goal against the SEA objectives is appears to be evenly split. The goal has the potential to support SEA objectives relating to the protection of biodiversity, landscape characteristics, reducing greenhouse gas emissions and the protection soil and mineral resources. In contrast the goal is unlikely to support SEA objectives to improve accessibility and economic prosperity due to potential development and increased traffic flows. Specific LTP Objectives and policies promoting these positive elements (for example

the creation of habitat corridors, and retaining landscape/townscape character) could further enhance the compatibility of the LTP3 Goal.

Appropriate mitigation is vital in reducing negative environmental effects of development and must be incorporated into policy. An approach that follows the mitigation hierarchy is advised; i.e. if an impact cannot be avoided then mitigation must be implemented to reduce negative effects; compensation must be provided for residual negative effects.

Healthy Active Lifestyles: *Transport in Cornwall will encourage healthy and active lifestyles by providing people with the opportunity to walk and cycle*

The healthy active lifestyle goal is generally compatible with the SEA objectives. Improving and enhancing the natural environment has positive links to personal mental health and is likely to encourage more active travel. Improved accessibility and education on benefits of active travel will also help. Policy should, where appropriate, encourage active travel as a first option.

Community Safety and Individual Wellbeing: *Transport in Cornwall will ensure our communities are safer and more enjoyable places to live and improve our individual wellbeing by reducing the negative impacts of transport.*

This goal is generally compatible with the SEA objectives. Objectives and Policy should aim to support and safeguard place distinctiveness and heritage assets which have strong links to personal wellbeing. Transport systems should incorporate a high standard of safety initiatives to reduce injury and help reduce crime levels.

Equality & Opportunity: *Transport in Cornwall will provide equal opportunities for everyone regardless of age, postcode, income level or ability, to feel safe and access the services they need.*

The equality and opportunity goal is compatible with SEA objectives which support accessibility, health, safety and the reduction of crime.

Conflicts will emerge if improved accessibility requires construction. This will potentially have a negative impact on the environment, landscapes and place distinctiveness. Policy should ensure these issues are considered within transport system decision making and that a stringent mitigation process is followed.

Compatibility Tests

Key is relevant to:

- Assessment of compatibility between the SEA objectives and LTP Goals; and
- Assessment of compatibility between the SEA objectives and LTP objectives.

Compatible: this category refers to SEA objectives which are compatible with the LTP Goals or Objectives have similar aims. Additionally, those which do not necessarily have a clear link between them, but would work alongside one another in terms of the LTP without presenting a conflict.	Incompatible: This category refers to SEA objectives which are incompatible with the LTP Goals or Objectives i.e. there are inconsistencies between their aims.	Uncertainty: This category refers to SEA objectives where it is uncertain how the LTP Goals or Objectives would relate to the SEA objective. Insufficient information may be available to enable an assessment to be made.
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Draft Matrices for Assessment of Connecting Cornwall LTP3

6no. Goals as of 8/10/2010

Screen Goals against SEA Objs – main purpose would be to identify areas of conflict and to seek to identify ways to avoid or reduce conflict. Also may highlight areas of good compatibility that could be enhanced.

Simple traffic light style presentation with commentary on conflicts/opportunities

Key:

✓	Compatible	*	Not compatible	?	Uncertain	0	No clear relationship
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	LTP 3 Goals					
	Climate Change: Transport in Cornwall will respond to the challenges of climate change by ensuring we have a resilient transport network, we will reduce our reliance on fossil fuels in recognition of peak oil and we support communities to live locally.	Supporting Economic Prosperity: Transport in Cornwall will support economic prosperity and raise income levels by improving transport links for business and access to employment, education and training.	Respect & Enhance the Environment: Transport in Cornwall will respect and enhance our beautiful natural and built surroundings through the way in which we travel and deliver transport.	Healthy Active Lifestyles: Transport in Cornwall will encourage healthy and active lifestyles by providing people with the opportunity to walk and cycle.	Community Safety and Individual Wellbeing: Transport in Cornwall will ensure our communities are safer and more enjoyable places to live and improve our individual wellbeing by reducing the negative impacts of transport.	Equality & Opportunity: Transport in Cornwall will provide equal opportunities for everyone regardless of age, postcode, income level or ability, to feel safe and access the services they need.
SEA Objectives						
WSM1: Minimise the impact of the transport network on the quality and quantity of the county's water resources.	0	0	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	0	0	0
WSM2: Reduce contamination and safeguard soil structure quality and quantity from transport systems and infrastructure.	0	0	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	0	0	0
WSM3: Minimise the impact of transport on mineral resources.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	0	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed
WSM4: Minimise the waste produced by transport systems and infrastructure.	0	0	? Plan has the potential to support this objective,	0	0	0

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			depending on the emphasis of the LTP objectives, policies and interventions.			
BI1: Conservation and enhancement of protected habitats and species and making a positive contribution to the local BAP.	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed.	+ Plan will support the achievement of this objective. Benefits can be maximised through emphasis on natural environment in objectives, policies and selection of interventions.	+ Plan should support achievement of this objective. However, this is dependent on careful selection and routing of new infrastructure.	? Plan has the potential to support this objective – Area conservation and habitat enhancement contributes towards an individuals sense of wellbeing and enjoyment.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed.
BI2: Improvement of ecological coherence, habitat connectivity and climate change resilience and adaption.	? Plan has the potential to support this objective. A reduction in fossil fuels would support ecological consistency across the county making climate change resilience more achievable. However more construction would result in negative effects.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	? Plan will potentially support this objective – will need to include policies for development and provision of appropriate habitat corridors and retention of existing features within objective, policies and interventions.	0	0	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed
AQ1: Reduce social, economic and environmental costs of transport on air quality.	+ This goal should positively contribute to improving air quality.	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	? Plan could potentially support the objective. Enhancing the current natural environment could be linked with reductions in the environmental costs of air pollution.	+ This goal should positively contribute to achieving this objective.	0	0
N1: Reduce the noise impact of the transport system.	- Plan has potential to negatively affect achievement of this	- Plan has potential to negatively affect achievement of this	? Plan could potentially support the objective. Enhancing the current	+ This goal will potentially enable the plan to positively contribute to	+ Plan should support the objective. Reducing negative impacts of	- Plan has potential to negatively affect achievement of this

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	objective, depending on interventions developed	objective, depending on interventions developed	natural environment could be linked with reductions in noise impact.	reducing environmental noise from the transport system.	transport is likely to include reductions in noise impact.	objective, depending on interventions developed
CC1: Mitigation: reduce the contribution of transportation to greenhouse gas emissions.	+ This goal should positively contribute to achieving this objective.	0	+ Plan should support this objective. A reduction in harmful greenhouse gas emissions will help reduce the negative environmental effects of climate change.	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	0	0
CC2: Adaptation: minimise the vulnerability of the transport infrastructure to climate change.	+ This goal should positively contribute to achieving this objective.	0	0	0	0	0
LTCH1: Create places, spaces and buildings that enhance local distinctiveness, appearance and sense of place.	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions Inclusion of tourism may derive further benefits in supporting this objective.	+ This goal should positively contribute to achieving this objective.	0	? Plan has the potential to support this objective. Creation of improved community environment will potentially also result in emphasis on community identity and 'belonging'.	? Plan has the potential to support this objective. Creation of improved equality and access will potentially also result in emphasis on community identity and 'belonging'.
LTCH2: Protect and enhance buildings, sites, structures and heritage assets that contribute to the quality of countryside, townscape and the public realm.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	+ This goal should positively contribute to achieving this objective.	0	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed
LTCH3: Protect and enhance landscape character and local distinctiveness including	- Plan has potential to negatively affect achievement of this	- Plan has potential to negatively affect achievement of this	+ This goal should positively contribute to achieving this objective.	? Plan has the potential to support this objective, depending on	0	0

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Areas of Outstanding Natural Beauty and the World Heritage Site.	objective, depending on interventions developed	objective, depending on interventions developed		the emphasis of the LTP objectives, policies and interventions.		
HSC1: Reduce the number of people killed and seriously injured in road collisions.	0	0	0	0	+ This goal should positively contribute to achieving this objective.	0
HSC2: Reduce levels of crime and fear of crime.	0	0	0	0	+ This goal should positively contribute to achieving this objective.	+ This goal should positively contribute to achieving this objective.
HSC3: Encourage healthier lifestyles particularly by encouraging more people to walk and cycle.	? Plan has the potential to support this objective. Reducing the need for fossil fuels is likely to promote alternative modes of transport, including walking and cycling.	0	0	+ This goal should positively contribute to achieving this objective.	0	0
A1: Improve accessibility of jobs, shops and other amenities for rural communities.	+ This goal should positively contribute to achieving this objective.	+ This goal should positively contribute to achieving this objective.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	0	? Plan has the potential to support this objective, depending on the emphasis of the LTP objectives, policies and interventions.	+ This goal should positively contribute to achieving this objective.
A2: Reduce the community severance effects of infrastructure.	0	0	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	0	+ This goal should positively contribute to achieving this objective.	+ This goal should positively contribute to achieving this objective.
A3: Provide an inclusive transport network that meets the needs of society and specific groups such as the disabled and elderly.	0	+ This goal should positively contribute to achieving this objective.	- Plan has potential to negatively affect achievement of this objective, depending on	0	+ This goal should positively contribute to achieving this objective.	+ This goal should positively contribute to achieving this objective.

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			interventions developed			
A4: Improve access to the countryside	0	0	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	+ This goal should positively contribute to achieving this objective.	0	+ This goal should positively contribute to achieving this objective
E1: Invest in transport systems that will create a strong and sustainable economy by addressing economic barriers to growth, in particular access and congestion.	0	+ This goal should positively contribute to achieving this objective.	- Plan has potential to negatively affect achievement of this objective, depending on interventions developed	0	0	+ This goal should positively contribute to achieving this objective.

