

Environmental Report

LTP2 Policy	SEA Objective											Comments/Action
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
												benefit its environment. The encouragement of the city's airport and the increase of links to it would have negative ecological connotations. The varied and split nature of the policy itself makes it hard to assess and not all aspects link to the SEA objectives. <u>It is recommended that this policy be split into its component parts for more specific analysis.</u>
Policy T6: North Cumbria	0	+	0	+	0	0	0	+	+	+	+	The policy is complex, and whilst encouraging environmentally beneficial sustainable forms of transport it also encourages new freight-oriented developments and has a non-specific reference to Carlisle Airport. <u>It is recommended that this policy be split into its component parts for more specific analysis.</u>
Policy T7: Furness and West Cumbria	0	0	0	0	0	0	0	0	++	++	+	The policy is complex, and whilst encouraging environmentally beneficial sustainable forms of transport it also encourages new infrastructure developments. <u>It is recommended that this policy be split into its component parts for more specific</u>

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Policy T8: South and East Cumbria	+	+	0	0	0	0	0	+	++	+	++	<u>analysis.</u> The policy is complex, and whilst encouraging environmentally beneficial sustainable forms of transport it also encourages new infrastructure developments. <u>It is recommended that this policy be split into its component parts for more specific analysis.</u>
Policy T9: Lake District National Park	+	++	+	++	0	+	++	++	+	0	+	Overall, the policy aims for environmental improvements in the LDNP, thereby having a beneficial impact on most of the SEA objectives. Even so, <u>for analysis purposes the policy would benefit by being divided and becoming more specific.</u>
Policy S4: Cycle Proficiency	+	++	+	+	+	0	+	++	0	+	+	Providing cycling training to the young should encourage their use in this as a mode of transport, which, while bringing direct health benefits, should also reduce car dependency in terms of lifts to school and their continued use of bicycles in the future.

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Policy S13: Safety Cameras	0	0	0	-	0	0	0	-	0	0	-	As safety cameras ought to be highly visible and can have a overbearing effect on the everyday motorist they will have a negative effect on landscape character and cultural heritage.
Policy S14: Speed indication devices and variable message signs	0	0	0	-	0	0	0	0	0	0	0	Extra signage would have a slight negative impact on landscape character. The health implications of slowing cars in certain areas in are negative in that those areas will suffer from an increase in air pollution, but positive in that there should be fewer accidents.
Policy S15: Road works	0	0	0	0	0	0	0	0	0	0	0	The health implications of slowing cars in certain areas in are negative in that those areas will suffer from an increase in air pollution, but positive in that there should be fewer accidents.
Policy RT1: Road hierarchy	+	++	0	++	0	0	+	++	0	0	+	Keeping traffic on purpose-specific routes in this way would limit environmental impact and encourage healthy and sustainable transport use. The policy would need to be more case-specific to assess properly against the SEA objectives

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												however
Policy RT2: Urban traffic congestion	++	++	+	+	+	0	++	+	-	-	0	This policy would benefit the urban environment but it has the potential to alienate people who have a specific need for car travel
Policy RT3: Management of road traffic in rural areas	++	++	+	+	+	0	++	+	-	-	0	This policy would largely benefit the rural environment but it has the potential to negatively affect people who have a specific dependency for car travel
Policy RT4: Motorcycles	0	0	0	0	0	0	0	0	0	0	0	This policy would benefit the environment in key service centres if it simply increased the flow of existing traffic, but it could also encourage the use of motorcycles by people previously using more environmentally friendly forms of transport.
Policy RT5: Freight traffic	0	+	0	0	0	0	0	++	+	0	0	Shifting the movement of freight to other modes of transport will relieve the road network and should have health and local air quality benefits but its effects on overall environmental impact cannot be easily
Policy RT6:	+	++	+	0	+	0	+	+	0	++	+	Such initiatives would both benefit the county's

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Mobile services and home shopping												environment and people or communities affected by its dispersed geographic nature
Policy RT7: Parking	0	0	0	0	0	0	0	0	0	0	0	If implemented, the park and ride aspect of this policy would have a beneficial impact on the county's environment. <u>In itself though this policy is hard to assess against and would benefit from being split up and made specific</u> and the provision of more parking could encourage more travel by car.
Policy RT8: Parking Guidelines	+	+	+	0	0	0	+	+	+	++	+	Promotion of public transport will have both ecological and social benefits
Policy WS1: Travel plans	+	++	+	+	++	0	++	++	0	+	+	This policy should help as a mechanism to bring an environment and health-oriented approach to the county's travel arrangements.
Policy WS2: Travel plan co-ordination	+	++	+	+	++	0	++	++	0	+	+	This policy should help as a mechanism to bring an environment and health-oriented approach to the county's travel arrangements.

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Policy WS3: Travel plan monitoring	+	++	+	+	++	0	++	++	0	+	+	This policy should help as a mechanism to bring an environment and health-oriented approach to the county's travel arrangements.
Policy WS4: Better ways to school	+	++	+	+	++	0	++	++	0	+	+	This policy should help as a mechanism to bring an environment and health-oriented approach to the county's travel arrangements.
Policy WS5:	+	++	+	+	++	0	++	++	0	+	+	This policy is hard to assess but reviewing travel plans and ensuring their modal shift targets are met will ultimately benefit the county's environment and health.
Policy PT1: Ticketing and Fares	+	++	+	+	0	++	+	+	+	++	+	Assuming an attractive pricing policy, encouraging and catering for public transport systems in the county will bring obvious environmental, health, social inclusion and regeneration benefits
Policy PT3: Quality Bus Partnership	+	++	+	+	0	++	+	+	+	++	+	Assuming an attractive pricing policy, encouraging and catering for public transport systems in the county will bring obvious environmental, health, exclusion and regeneration benefits
Policy PT4:	+	++	+	+	0	++	+	+	+	++	+	Assuming an attractive pricing policy, encouraging

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Network Support												and catering for public transport systems in the county will bring obvious environmental, health, exclusion and regeneration benefits
Policy PT5: Core Bus Network	+	++	+	+	0	++	+	+	+	++	+	Assuming an attractive pricing policy, encouraging and catering for public transport systems in the county will bring obvious environmental, health, exclusion and regeneration benefits
Policy PT6: Rural Accessibility	-	-	0	-	-	0	-	0	+	++	+	Ensuring access to and from rural communities has obvious exclusion benefits as well as a positive effect on regeneration and cultural heritage, but could also lead to an increase in rural traffic and rural infrastructure construction and maintenance, thus bringing negative ecological impacts.
Policy PT7: Demand-Responsive Urban Services	0	0	0	0	0	0	0	0	0	++	+	Overall the ecological impact of an increase in mobile services should be minimal. The exclusion benefits would be high.
Policy PT10: West Coast Main Line	-	0	0	0	-	0	0	0	++	++	+	The ecological implications on this are hard to predict as it has a number of large-scale ramifications. Exclusion, regeneration and cultural

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												heritage should benefit.
Policy PT11: High Speed Line	-	0	0	0	-	0	0	0	++	++	+	The ecological implications on this are hard to predict as it has a number of large-scale ramifications. Exclusion, regeneration and cultural heritage should benefit.
Policy PT12: Local Rail	-	0	0	0	-	0	0	0	++	++	+	The ecological implications on this are hard to predict as it has a number of large-scale ramifications. Exclusion, regeneration and cultural heritage should benefit.
Policy C1: Cycle routes	+	++	+	+	++	0	++	++	0	+	+	Accommodating and encouraging cycling as a means of transport will have positive ecological, health and cultural implications and will also provide access to areas previously unreachable for some people.
Policy C2: Design standards for cycle measures	+	++	+	+	++	0	++	++	0	+	+	Accommodating and encouraging cycling as a means of transport will have positive ecological, health and cultural implications and will also provide access to areas previously unreachable for some people.

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Policy C3: Cycle parking	+	++	+	+	++	0	++	++	0	+	+	Accommodating and encouraging cycling as a means of transport will have positive ecological, health and cultural implications and will also provide access to areas previously unreachable for some people.
Policy C4: Promotion	+	++	+	+	++	0	++	++	0	+	+	Encouraging cycling as a means of transport will have positive ecological, health and cultural implications.
Policy C5: Signage	0	0	0	++	+	0	0	0	0	0	0	If applied correctly, the signage strategy should create a minimal environmental impact and should also minimise resources used
Policy C6: Cycling and public transport	+	++	+	+	++	0	++	++	0	+	+	If adhered to, this policy would have a beneficial impact on the county's environment, health and accessibility
Policy W1: Access within town centres	+	++	+	++	+	0	++	++	0	+	+	Prioritising walking in town centres would have a beneficial impact on the county's environment, health and accessibility
Policy W2: Pedestrian routes	+	++	+	++	+	0	++	++	0	+	+	Prioritising walking in rural areas would have a beneficial impact on the county's environment,

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in rural areas												health and accessibility
Policy W3: Promotion of walking	+	++	+	++	+	0	++	++	0	+	+	Prioritising walking in the county would have a beneficial impact on its environment, health and accessibility
Policy W4: Public rights of way	0	0	0	0	0	0	0	0	0	0	0	The non-specific nature of this policy means that its impact on the SEA objectives will be on a case-by-case basis. <u>It is recommended that the policy be made more specific</u>
Policy W5: Provision for mobility impaired people	0	+	0	0	0	0	0	+	0	++	+	This policy should reduce traffic, albeit to a small degree, in the key service centres and will combat a specific aspect of social exclusion
Policy LD1: Development control	+	++	+	+	+	0	++	++	0	0	+	<u>This should be split in to 2 different policies: 1) establishing early coordination between relevant authorities for developments that might affect transport; 2) establishing mechanisms to inhibit/reduce the potential for incremental development.</u> In theory, and with other appropriate objectives applied to the developments themselves, these policies should

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												help bring a more environmentally, health-oriented and sustainable approach to the county's development.
Policy LD3: Access to town centres	0	0	0	0	0	0	0	0	0	0	0	The use of the word 'appropriate' in relation to levels of public transport, walking, cycling and car park use in this policy suggests an environmentally friendly approach on town centre access whilst accommodating those that have real-world car dependency, but is hard to assess in this context. <u>For this reason, it is recommended that the policy should be given a clearer definition of intent.</u>
Policy LD4: Access to new developments	+	++	+	+	+	0	++	++	+	+	+	Encouraging the incorporation of public transport, walking and cycling access provision to new developments would have the potential to encourage these modes of transport and benefit the county's health, environment and accessibility.
Policy LD5: Transport assessment and travel plans	0	0	0	0	0	0	0	0	0	0	0	<u>It isn't clear on what basis the scales and boundaries of development devised for this policy were derived. It is therefore hard to assess in an environmentally positive/negative context, and it is</u>

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												therefore recommended that the policy is <u>rewritten with this in mind.</u>
Policy LD6: Developer contribution	0	0	0	0	0	0	0	0	0	0	0	<u>It is recommended that this policy is split up and made more specific for the purpose of assessment</u>
Policy LD7: Design standards	0	0	0	0	0	0	0	0	0	0	0	The wider environmental aspects of this policy are hard to assess but it does clearly aim to improve access and accommodate sustainable forms of transport. <u>It is recommended that this policy is split up and made more specific for the purpose of assessment</u>
Policy H1: Scheme prioritisation	++	++	++	++	0	0	+	+	++	++	+	This policy is unspecific but in theory encourages both environmentally friendly development and regeneration.
Policy H6: Environment	++	++	++	++	++	++	+	++	0	0	+	This policy aims to enhance the environment as a whole, and in doing so will also increase health and cultural heritage
H7: Green lanes	+	++	+	+	0	0	+	++	0	0	+	This policy should benefit the rural environment by effectively promoting healthy modes of transport

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Policy H10: Public rights of way	+	0	0	+	0	0	0	++	++	++	++	and minimising damage. Promoting public rights of way use will increase health and accessibility for the county. The environmental implications of these changes will be on a case-by-case basis.