

# **Strategic Environmental Assessment (SEA): Policy Assessment**

Prepared for  
**Oxfordshire County Council**

July 2014

**CH2MHILL®**

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# 1 Introduction

## 1.1 Assessment of the Oxfordshire LTP4

This appendix presents the assessment of the LTP4.

The LTP consists of a series of Area Strategies. The LTP4 objectives and high level policies (see Table 1.1) have been assessed against the SEA objectives. The assessment is intended to identify which elements of the LTP are likely to be beneficial to the SEA objectives and which ones may undermine them.

The LTP4 policies are shown in Table 1.1.

LTP 4 Policy	Policy Description
1.	Oxfordshire County Council will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its environmental and heritage assets, and supporting the health and wellbeing of its residents.
2.	Oxfordshire County Council will manage and, where appropriate, develop the county's road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.
3.	Oxfordshire County Council will support measures that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, or by public transport.
4.	Oxfordshire County Council will prioritise the needs of different types of users in developing transport schemes or considering development proposals, taking into account road classification and function/purpose, and the need to make efficient use of transport network capacity.
5.	Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.
6.	Oxfordshire County Council will support measures to reduce the number of Heavy Goods Vehicles travelling through the county, by promoting freight by rail and working to improve strategic roads.
7.	Oxfordshire County Council will work with operators and other partners to enhance the network of high quality, integrated public transport services, interchanges, and supporting infrastructure, and will support the development of quality Bus Partnerships and Rail Partnerships, where appropriate.
8.	Oxfordshire County Council will work with partners towards the introduction and use of smart, integrated payment solutions for a range of transport modes.
9.	Oxfordshire County Council will work with the rail industry to enhance the rail network in Oxfordshire and connections to it, where this supports the county's objectives for economic growth.
10.	Oxfordshire County Council will support the development of air travel services and facilities that it considers necessary to support economic growth objectives for Oxfordshire.
11.	Oxfordshire County Council will manage the parking under its control and work with district councils to ensure that overall parking provision and controls, including the potential for further decriminalised parking in Oxfordshire, are financially viable and support the objectives of local communities and this Plan.
12.	Oxfordshire County Council will work with partners to identify how access to employment, education, training and services can be provided, particularly for those with disabilities or special needs, or who otherwise have difficulties in walking, cycling and/or using public transport, or for people without access to a car.
13.	Oxfordshire County Council will support the development and use of locally-organised community transport to meet local accessibility needs.
14.	Oxfordshire County Council will support the research, development and use of new technologies and initiatives that improve access to jobs and services, taking into account their environmental impact and fit with the other objectives of LTP4.
15.	Oxfordshire County Council will target new investment and maintain transport infrastructure to minimise long-term costs.
16.	Oxfordshire County Council will publish and keep updated its policy on prioritisation of maintenance activity in the Highways Asset Management Plan.
17.	Oxfordshire County Council will seek to ensure the location of development makes the best use of existing and planned infrastructure, reduces the need to travel and supports walking, cycling and public transport.

18.	Oxfordshire County Council will help reduce the need to travel by improving internet and mobile connectivity and other initiatives that enable people to work at or close to home.
19.	Oxfordshire County Council will encourage the use of modes of travel associated with healthy and active lifestyles.
20.	Oxfordshire County Council will carry out targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport.
21.	Oxfordshire County Council will support the use of a wide range of data and information technology to assist in managing the network and influencing travel behaviour, and work with partners to ensure that travel information is timely, accurate and easily accessible in appropriate formats for different user groups.
22.	Oxfordshire County Council will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate.
23.	Oxfordshire County Council will work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.
24.	Oxfordshire County Council will seek to avoid negative environmental impacts of transport, and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas and other areas of high environmental importance.
25.	Oxfordshire County Council will work with partners to improve public spaces and de-clutter the street environment.
26.	Oxfordshire County Council will aim to record, protect, maintain and improve the public rights of way network so that users are able to understand and enjoy their rights in a safe and responsible way.
27.	Oxfordshire County Council will support appropriate opportunities for improving towpaths along the waterways network, for local journeys and leisure, where it would not harm the ecological value of the area or waterway network.
28.	Oxfordshire County Council will consult from an early stage in the development of schemes and initiatives so that the needs of individuals, communities and all groups sharing a protected characteristic under the Equalities Act 2010 are considered and, where appropriate, acted upon.
29.	Oxfordshire County Council will work with district councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives.
30.	Oxfordshire County Council will identify those parts of the highway network where significant numbers of accidents occur over, and propose solutions to prevent accidents.
31.	Oxfordshire County Council will work with partners to support road safety campaigns and educational programmes aimed at encouraging responsible road use and reducing road accident casualties, and will keep speed limits under review, including giving consideration to the introduction of 20mph speed limits and zones.
32.	Oxfordshire County Council will support the development of Neighbourhood Plans. Where a Neighbourhood Plan has been adopted and providing it is consistent with LTP4, the Council will seek funding to secure the Plan's transport improvements from local developments and the Community Infrastructure Levy as appropriate.
33.	Oxfordshire County Council will work in partnership with the Local Enterprise Partnership and developers to meet the objectives of LTP4 and seek external funding to support the delivery of transport infrastructure priorities as set out in the Strategic Economic Plan and forthcoming Infrastructure Delivery Plan.

34.	<p>Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:</p> <ul style="list-style-type: none"> <li>• secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;</li> <li>• identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development;</li> <li>• ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;</li> <li>• require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;</li> <li>• set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;</li> <li>• seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;</li> <li>• secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.</li> </ul>
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## 1.2 SEA Objectives

Table 1.2 shows the SEA Objectives against which the assessment is made. For the sake of brevity, these are not provided in full, in the assessment matrices.

## 1.3 Assessment Criteria

The significance of effects predicted for different sections of the LTP has been evaluated using the scoring criteria shown in Table 2.1 (for the compatibility assessment between SEA objectives and LTP4 objectives and policies).

**Table 1.2:** SEA Objectives and Assessment Criteria

SEA Receptor	LTP4 SEA Objective	Sub-objectives	Assessment Criteria
Population	<b>1. Maintain the vitality of town centres</b>	<ul style="list-style-type: none"> <li>• Ensure town centres are well connected to surrounding areas by sustainable modes of travel</li> <li>• Provide a sustainable, functional, uncongested transport network in keeping with the character and local distinctiveness of town centres</li> </ul>	<ul style="list-style-type: none"> <li>• Is the LTP4 policy likely to reduce the impacts of traffic in the public realms of key settlements?</li> <li>• Will it be possible to access key settlements and proposed growth areas by convenient public transport?</li> <li>• Will town centres be easier to walk or cycle to and around for local residents?</li> </ul>
	<b>2. Improve accessibility to jobs, facilities and services</b>	<ul style="list-style-type: none"> <li>• Reduce transport related community severance</li> <li>• Improve access to facilities, particularly for disadvantaged groups, the elderly, mobility impaired and those without a car</li> <li>• Improve the integration of and between different modes of travel</li> </ul>	<ul style="list-style-type: none"> <li>• Is public transport and community transport likely to improve under the LTP4 policy?</li> <li>• Are all groups' transport needs catered for including rural residents without cars, elderly, disabled and children?</li> </ul>
	<b>3. Enhance and protect the green infrastructure and countryside</b>	<ul style="list-style-type: none"> <li>• Protect and improve the interconnectivity of green infrastructure</li> <li>• Enable people to access and appreciate the natural heritage</li> <li>• Protect and improve the quality of green infrastructure for wildlife, drainage, landscape value and accessibility</li> <li>• Protect and improve pedestrian, cycling and public transport routes to and from GI</li> </ul>	<ul style="list-style-type: none"> <li>• Are schemes included to promote non-motorised access and maximise opportunities to natural green space and the countryside?</li> <li>• Does the LTP4 policy increase the safe provision of bridleways, cycle trails and footpaths?</li> <li>• Do new schemes promote the creation/extension of and improvements to GI, including consideration of personal mobility?</li> </ul>
Human Health	<b>4. Protect and promote everyone's physical and mental wellbeing and safety</b>	<ul style="list-style-type: none"> <li>• Increase opportunities and amenity of active travel modes for health benefits</li> <li>• Promote safer non-motorised and public transport</li> <li>• Ensure access to health facilities by a wide range of sustainable modes of travel</li> <li>• Provide safer conditions for pedestrians and cyclists, including children and the infirm.</li> </ul>	<ul style="list-style-type: none"> <li>• Does the LTP4 policy improve conditions for pedestrians and cyclists?</li> <li>• Does the LTP4 policy demonstrate a commitment to the health benefits of physical activity and a move away from car dependency for shorter journeys?</li> <li>• Does the LTP4 increase capacity of transport infrastructure and improve connectivity?</li> </ul>
Noise	<b>5. Reduce noise pollution</b>	<ul style="list-style-type: none"> <li>• Reduce the number of people being affected by transport noise</li> <li>• Avoid/minimise the impacts of transport related noise on sensitive receptors</li> </ul>	<ul style="list-style-type: none"> <li>• Will disturbance from traffic be reduced in residential areas?</li> <li>• Is noise from traffic likely to change in rural locations and affect tranquility?</li> </ul>
Air quality	<b>6. Reduce all forms of transport-related air pollution in the interests of local air quality</b>	<ul style="list-style-type: none"> <li>• Minimise the negative impact of transport on Air Quality Management Areas and those areas where monitoring shows high levels of pollutants</li> <li>• Maintain good air quality in areas of low pollutants</li> <li>• Minimise the number of exceedences of Air Quality Standards</li> </ul>	<ul style="list-style-type: none"> <li>• Does the LTP4 policy encourage and facilitate the use of active travel and short journeys?</li> <li>• Will the LTP4 policy help to reduce traffic congestion?</li> <li>• Will the LTP4 policy limit the more polluting vehicles in sensitive areas?</li> <li>• Will the LTP4 policy help to limit traffic growth?</li> </ul>

SEA Receptor	LTP4 SEA Objective	Sub-objectives	Assessment Criteria
		<ul style="list-style-type: none"> <li>Improve air quality levels where possible</li> </ul>	
Climatic factors	<b>7. Reduce transport related greenhouse gas emissions</b>	<ul style="list-style-type: none"> <li>Minimise carbon emissions from construction and maintenance activities</li> <li>Improve energy/fuel efficiency in transport, by enabling a shift to alternative fuels</li> <li>Minimise need to travel by promoting and protecting local facilities</li> <li>Minimise freight travel distances e.g. by raising awareness of 'food' miles, air pollution etc</li> </ul>	<ul style="list-style-type: none"> <li>Does the LTP4 policy reduce or limit dependency on finite fossil fuels?</li> <li>Does the LTP4 policy support or facilitate the use of low carbon modes of transport?</li> <li>Does the LTP4 policy help ensure that vehicle journeys can be made efficiently with minimum disruption or distance?</li> </ul>
Biodiversity, flora, fauna	<b>8. Protect and enhance habitats and the diversity and abundance of species</b>	<ul style="list-style-type: none"> <li>Avoid or minimise transport related damage to habitats and species</li> <li>Manage the transport network in a way that protects, and enhances biodiversity, including ecological connectivity</li> <li>Minimise wildlife casualties in the transport network</li> </ul>	<ul style="list-style-type: none"> <li>Will new schemes affect priority habitats or the conservation status of designated nature conservation sites?</li> <li>Are new transport routes likely to cause severance of wildlife corridors (and potential impacts on European Protected Species)?</li> <li>Does the LTP4 policy support biodiversity improvements?</li> </ul>
Water, geology and soil	<b>9. Maintain and improve the quality of water resources</b>	<ul style="list-style-type: none"> <li>Avoid transport related pollution of water in line with the measures to protect water resources set out in the Water Framework Directive</li> </ul>	<ul style="list-style-type: none"> <li>Is the LTP4 policy likely to significantly increase the risk of diffuse pollution from increasing traffic volumes?</li> <li>Do new schemes constrain any water bodies from achievement of GES/GEP under the WFD?</li> </ul>
	<b>10. Retain the floodwater storage function of riparian land and the floodplain and reduce the risk of flooding where it would be detrimental</b>	<ul style="list-style-type: none"> <li>Avoid increasing detrimental flood risks resulting from infrastructure development and maintenance</li> <li>Ensure water table is protected in natural areas dependent upon the status quo</li> <li>Reduce the extent of non-permeable surfaces and promote Sustainable Drainage Systems (SuDS) in infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Will the LTP4 policy improve capacity of drainage of existing older infrastructure?</li> <li>Will the LTP4 policy lead to the inclusion of SuDS?</li> <li>Will the LTP4 policy increase or reduce flood risk?</li> </ul>

SEA Receptor	LTP4 SEA Objective	Sub-objectives	Assessment Criteria
	<b>11. Maintain resources such as minerals and soils and enhance geological diversity</b>	<ul style="list-style-type: none"> <li>Promote the use of secondary and recycled materials for transport including manufactured aggregates and soils</li> <li>Use sustainable construction and maintenance methods, and materials</li> <li>Improve currently contaminated land through the construction and maintenance of transport infrastructure</li> <li>Protect soils and minimise loss or contamination</li> <li>Protect agricultural land, particularly the best quality land according to the Agricultural Land Classification system</li> <li>Protect the varied geological features within the county and improve access to sites of greatest geodiversity</li> </ul>	<ul style="list-style-type: none"> <li>Does the LTP4 policy require large scale demolition and construction of new infrastructure?</li> <li>Will proposals under this LTP4 policy require significant resources for ongoing maintenance?</li> <li>Is the LTP4 policy likely to increase demand for greenfield land and/or result in the loss of moderate to high quality (Grades 3 and above) agriculturally productive land?</li> <li>Is there a likelihood that new schemes will affect geologically designated sites?</li> </ul>
	<b>12. Optimise the use of previously developed (brownfield) land thereby reducing waste generation</b>	<ul style="list-style-type: none"> <li>Protect greenfield land wherever possible</li> <li>Make the best use of existing resources</li> </ul>	<ul style="list-style-type: none"> <li>Do the proposals make use of previously developed sites?</li> <li>Are transport improvements feasible within the footprint of existing infrastructure?</li> </ul>
Material Assets	<b>13. Adapt transport network to climate change</b>	<ul style="list-style-type: none"> <li>Minimise the vulnerability of transport infrastructure to climate change impacts, including surface and groundwater flooding and extreme weather</li> <li>Avoid exacerbating climate change impacts such as flooding on areas adjacent to transport network</li> </ul>	<ul style="list-style-type: none"> <li>Does the LTP4 policy provide proposals to address the issues of climate change?</li> <li>Will the LTP4 policy improve capacity of drainage of existing older infrastructure</li> </ul>
The Historic Environment	<b>14. Conserve and enhance the historic environment, the significance of heritage assets and their settings</b>	<ul style="list-style-type: none"> <li>Avoid or minimise negative effects on cultural assets, the historic environment and local distinctiveness?</li> <li>Protect and enhance access to areas valued for cultural heritage by sustainable modes?</li> <li>Enhance the historic fabric and character of towns and villages</li> </ul>	<ul style="list-style-type: none"> <li>Will the LTP4 policy negatively affect the significance of any cultural heritage assets and/or their setting?</li> <li>Is there a likelihood that proposals will encroach upon undeveloped land, which may harbour archaeological remains?</li> <li>Does the LTP4 policy include provision for (and enhancement of) sustainable access to key cultural heritage sites?</li> <li>Are the LTP4 measures sympathetic to the local character of the historic environment, and provide opportunities to enhance the historic character of the towns and villages?</li> </ul>
	<b>15. Maintain and enhance the quality and distinctiveness of the built environment</b>	<ul style="list-style-type: none"> <li>Promote a high quality built environment through good planning and design?</li> <li>Prevent the negative impact upon designated sites, such as Conservation Areas?</li> </ul>	<ul style="list-style-type: none"> <li>Will the LTP4 policy conserve and contribute to the enhancement of the built environment?</li> <li>Does the LTP4 policy make appropriate use of existing historic buildings and structures?</li> </ul>
Landscape	<b>16. Conserve and enhance the quality and character of the landscape, including</b>	<ul style="list-style-type: none"> <li>Conserve and enhance landscape character from impacts of transport</li> <li>Minimise light pollution caused by transport</li> </ul>	<ul style="list-style-type: none"> <li>Will additional transport infrastructure be developed which will encroach upon designated landscapes and the countryside?</li> <li>Will lighting provision change on transport infrastructure?</li> </ul>

SEA Receptor	LTP4 SEA Objective	Sub-objectives	Assessment Criteria
	<b>its contribution to the setting and character of settlements</b>		

## 2 SEA Compatibility Assessments

### 2.1 Introduction

Table 2.1 shows the scoring criteria used to assess the LTP4 objectives and policies against the SEA objectives.

**Table 2.1:** Assessment criteria for scoring LTP4 objectives and policies

Score	LTP4 Objectives	LTP4 Policies
<b>++</b> <b>Major Positive</b>	N/A - This criteria is not used for the LTP4 objective assessment.	The option would be significantly beneficial to the SEA objective by resolving an existing environmental issue and/ or maximising opportunities for environmental enhancement.
<b>+</b> <b>Minor Positive</b>	Objectives are compatible.	The option would be partially beneficial to the SEA objective by contributing to resolving an existing environmental issue and/or offering opportunity for some environmental enhancement. This effect would not be considered to be of significance.
<b>N</b> <b>Neutral</b>	No significant relationship between LTP4 objectives and SEA objectives has been identified	The option would have a neutral effect on the SEA objective.
<b>?</b> <b>Uncertain</b>	Uncertainty over compatibility. Potential issues of incompatibility have been identified, which could be resolved with appropriate planning and mitigation	There is insufficient detail available on the option or the baseline situation in order to assess how significantly the SEA objective would be affected by the option.
<b>x</b> <b>Minor Negative</b>	Objectives are incompatible	The option would partly undermine the SEA objective by contributing to an environmental problem and/or partially undermine opportunities for environmental enhancement. This effect would not be considered to be of significance.
<b>xx</b> <b>Major Negative</b>	N/A - This criteria is not used for the LTP4 objective assessment.	The option would severely undermine the SEA objective by contributing to an environmental problem and/ or undermining opportunities for environmental enhancement. This would be considered to be a significant effect.

### 2.2 Assessment of LTP4 Objectives

Table 2.2 presents the compatibility assessment between the SEA and LTP4 objectives, and Table 2.4 presents the recommendations of the compatibility assessment

## 2.3 Assessment of LTP4 Policies

Table 2.3 presents the compatibility assessment between the SEA objectives and the LTP4 high level policies with the recommendations of the assessment presented in Table 2.4.

**Table 2.2:** Compatibility Assessment Matrix between SEA and LTP4 Objectives

<p style="text-align: center;"><b>SEA Objectives</b></p> <p style="text-align: center;"><b>LTP4 Objectives</b></p>	1. Maintain the vitality of town centres	2. Improve accessibility to jobs, facilities and services	3. Enhance and protect the green infrastructure and countryside	4. Protect & promote everyone's physical & mental wellbeing & safety	5. Reduce noise pollution	6. Reduce transport-related air pollution in the interests of local air quality	7. Reduce transport-related greenhouse gas emissions	the diversity & abundance of species	9. Maintain/improve the quality of water resources	function of riparian land/ floodplain & reduce risk of flooding where it would be	11. Maintain resources such as minerals & soils & enhance geological diversity	12. Optimise the use of previously developed (brownfield) land	13. Adapt transport network to /climate change	14. Protect/enhance historic environment, the significance of heritage assets, & settings	15. Maintain/enhance the distinctiveness of the built environment	& character of landscape, including contribution to the setting and character of
<b>Theme 1: Supporting growth and economic vitality (Goal 1)</b>																
1. Maintain and improve transport connections to support economic growth and vitality across the county.	+	+	+	?	?	?	?	?	?	?	?	?	?	?	?	?
2. Make most effective use of all available transport capacity through innovative management of the network.	+	+	?	?	+	+	+	?	?	?	?	?	+	?	?	?
3. Increase journey time reliability and minimise end-to-end public transport journey times on main routes.	+	+	?	+	?	?	?	?	?	?	?	N	+	?	?	?
4. Develop a high quality, resilient integrated transport system, that is attractive to customers and generates inward investment.	+	+	?	+	?	?	?	?	?	+	?	?	?	?	?	?
<b>Theme 2: Reducing Emissions (Goal 2)</b>																
5. Minimise the need to travel.	+	+	+	?	+	+	+	?	?	?	?	?	+	?	?	?
6. Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive.	+	?	+	+	+	+	+	?	?	?	?	?	+	?	?	?
7. Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment.	?	?	?	?	?	?	?	?	?	?	?	+	?	?	?	?
8. Reduce per capita emissions from transport in Oxfordshire in line with UK government targets.	+	N	?	+	?	+	+	?	?	?	?	?	?	?	?	?
<b>Theme 3: Improving quality of life (Goals 3, 4 and 5)</b>																
9. Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment.	+	N	+	+	+	+	+	+	+	+	+	+	N	+	+	+

10. Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education and services.	N	+	+	+	+	+	+	?	?	N	?	N	N	?	?	?
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**Table 2.3:** Potential LTP4 Objective Compatibility Assessment and Recommendations

LTP 4 Objective	Potential conflicts with SEA objectives	Recommendations
<p>1. Maintain and improve transport connections to support economic growth and vitality across the county.</p>	<p>Delivery of this LTP4 objective has the potential to conflict with all SEA objectives except 1 to 3. The construction of new infrastructure (e.g. new road links, changes to junctions) or improvements to existing infrastructure to improve transport connections, could impact on the environment in a variety ways. Possible effects include impacts associated with new land take (impacting upon habitats, soils, minerals, landscape and archaeological assets); as well as effects associated with growth in traffic arising from economic growth/development (noise, air emissions and congestion).</p> <p>While improvements to the cycle and walking infrastructure (including safer routes to schools) will promote green infrastructure improvements and potentially improve safety, other improvements to public transport such as air travel are likely to be damaging to the countryside and affected communities.</p>	<p>OCC should take into account the principles of sustainable development and current spatial planning policy in seeking to make the best use of current infrastructure and to make prudent use of natural resources. The need to support economic growth should be balanced against the need to maintain the value of the environment, including the services provided by healthy ecosystems. Significant new infrastructure, where required, should be subject to detailed environmental assessment to ensure the most sustainable options are promoted and adverse environmental effects are mitigated wherever possible. Careful planning is required to ensure that new transport connections do not result in the loss of intrinsic countryside (particularly within designated sites), high value agricultural land, natural greenspace and associated biodiversity.</p> <p>The use of low noise surfacing should be considered at scheme level when delivering new or upgraded transport connections, which would benefit the health and well-being of communities in close proximity to works.</p>
<p>2. Make most effective use of all available transport capacity through innovative management of the network.</p>	<p>Potential uncertainties have been identified with SEA objectives 3, 4, 8 to 12, and 14 to 16.</p> <p>There is potential that changes to the transport network, and alternative development layouts influenced through the development control process to make more efficient use of available transport capacity could place pressure and impact on currently undeveloped land including habitats (e.g. through habitat loss or increased disturbance), green infrastructure, water resources, floodplains, soils, greenfield land, the historic environment and the wider landscape.</p>	<p>In partnership with others, OCC should seek to influence the location of new development layouts at an early stage to ensure it is undertaken within the current footprint of development wherever possible or is appropriately sited to avoid impacts on designated or sensitive environmental areas.</p>

LTP 4 Objective	Potential conflicts with SEA objectives	Recommendations
<p>3. Increase journey time reliability and minimise end-to-end public transport journey times on main routes.</p>	<p>Potential uncertainties have been identified with SEA objectives 3, 5 – 11 and 14 - 16.</p> <p>Delivery of this LTP4 objective may be through promoting the development of new road and rail infrastructure to relieve existing areas of congestion and minimise journey times. This could place pressure on currently undeveloped land including habitats, water resources, floodplains, geology, heritage and the wider landscape.</p>	<p>OCC should prioritise alternatives to new roads when seeking measures to reduce congestion and improve journey time reliability. For example, through encouraging modal shift from private car use to more efficient urban transport options.</p>
<p>4. Develop a high quality, resilient integrated transport system, that is attractive to customers and generates inward investment.</p>	<p>Potential uncertainties have been identified with SEA objectives 3, 5 – 9 and 11 – 16.</p> <p>The main concern with this objective is that development of a mass or rapid transit system or new public transport services could place pressure or impact on currently undeveloped land including habitats, floodplains, farmland, historic environment and the wider landscape.</p>	<p>Potential opportunities to make better use of existing services and infrastructure should be prioritised. Where new infrastructure is deemed necessary, sites should be subject to detailed assessment and survey to ensure development takes place in the most sustainable locations.</p>
<p>5. Minimise the need to travel.</p>	<p>Potential uncertainties have been identified with SEA objectives 4, 8, 9, 10, 11, 12, 14, 15 and 16.</p> <p>There is potential that alternative development layouts influenced through the development control process to minimise travel or relieve congestion could place pressure on currently undeveloped land including habitats, water resources, floodplains, soils, greenfield land, the historic environment and the wider landscape.</p>	<p>In partnership with others, OCC should seek to influence the location of improved transport, infrastructure and development planning at an early stage to ensure it is undertaken within the current footprint of development wherever possible or is appropriately sited to avoid impacts on designated or sensitive environmental areas.</p>
<p>6. Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive.</p>	<p>Potential uncertainties have been identified with SEA objectives 2, 8 to 12, and 14 to 16.</p> <p>There is potential that improving the cycling and public infrastructure to reduce private car journeys could place pressure on, and impact on currently undeveloped land including habitats (e.g. through habitat loss or increased</p>	<p>In partnership with others, OCC should seek to influence the location of improved cycling and public transport infrastructure, and new development layouts at an early stage to ensure it is undertaken within the current footprint of development wherever possible or is appropriately sited to avoid impacts on designated or sensitive environmental areas.</p>

LTP 4 Objective	Potential conflicts with SEA objectives	Recommendations
	disturbance), water resources, floodplains, soils, greenfield land, the historic environment and the wider landscape.	In seeking to improve travel plans, and develop cycling facilities to encourage non-car modes, OCC should consider how human access can be managed to minimise damage to or disturbance of priority or designated habitats, water bodies, designated geology, cultural heritage assets and designated landscapes/countryside. At a strategic level it should be possible to identify and where possible avoid these sensitive areas. Further assessment (and field survey) at scheme level will inform specific routes and mitigation requirements.
7. Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment.	Delivery of this LTP4 objective has the potential to conflict with all SEA objectives except 12. While this objective supports the siting of strategic transport within the current footprint of existing infrastructure and services, wherever possible, this objective still has the potential to affect environmental features depending on the influenced location of the new strategic transport infrastructure.	<p>The LTP4 should seek to influence development and sustainable transport infrastructure so as to avoid encroachment on sensitive environmental areas and to make prudent use of existing resources. Where major improvement works are required these should be subject to detailed site investigations and EIA to minimise impacts where possible.</p> <p>The internal layout of development should be carefully planned and managed to encourage the use of sustainable transport.</p>
8. Reduce per capita emissions from transport in Oxfordshire in line with UK government targets.	<p>Potential uncertainties have been identified with SEA objectives 3, 5 and 8 to 16.</p> <p>Measures for carbon reduction could place pressure or impact on the environment including green infrastructure, habitats, noise, historic environment and the wider landscape.</p>	OCC should consider measures that avoid negative impacts on humans and the environment, and design schemes which are more environmentally sustainable than current transport options.
9. Mitigate and wherever possible enhance the impacts of transport on	This objective, which seeks to design schemes in an environmentally sensitive manner is compatible with all of the SEA objectives and no conflicts have been	OCC should consider measures that avoid negative impacts on humans and the environment, provide environmental improvements and design schemes, which are more

LTP 4 Objective	Potential conflicts with SEA objectives	Recommendations
the local built, historic and natural environment.	identified.	environmentally sustainable than current transport options.
10. Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties, and enabling inclusive access to jobs, education and services.	<p>Potential uncertainties have been identified with SEA objectives 8 – 9, 11 and 14 – 16.</p> <p>This is due to the potential for new and improved cycling and walking infrastructure to result in the loss, damage or disturbance to existing habitats, water resources, floodplains, farmland, historic environment and the wider landscape.</p>	<p>In seeking to develop and increase inclusive walking and cycling facilities, and recreational opportunities, OCC should consider how human access can be managed to minimise habitat loss and disturbance, and impacts on other environmentally sensitive features. At a strategic level it should be possible to identify and where possible avoid protected sites and sensitive habitats. Detailed assessment and survey should be undertaken at project level to inform specific routes and mitigation requirements.</p>





Policy 23.	N	N	N	N	N	++	++	N	N	N	N	N	N	N	N	N
Policy 24.	N	N	++	+	++	++	++	++	++	++	++	N	N	++	++	++
Policy 25.	N	N	++	+	N	N	N	N	N	N	N	N	N	N	++	++
Policy 26.	+	N	++	++	N	N	N	N	N	N	N	N	N	N	N	?
Policy 27.	N	N	+	+	N	N	N	+	+	N	N	N	N	N	N	N
Policy 28.	+	+	N	++	N	N	N	N	N	N	N	N	N	N	N	N
Policy 29.	N	N	?	?	N	++	++	?	?	?	?	?	?	N	N	?
Policy 30.	?	N	?	++	N	N	?	?	?	?	?	?	?	?	?	?
Policy 31.	N	N	N	+	+	+	N	N	N	N	N	N	N	N	N	N
Policy 32.	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Policy 33.	+	++	?	?	?	?	?	?	?	?	?	?	?	?	?	?
Policy 34.	+	++	?	++	?	?	?	+	+	+	+	?	+	+	+	+

**Table 2.5:** Policy and SEA Objective Compatibility Assessment and Recommendations

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p>1. <i>Oxfordshire County Council will work to ensure that the transport network supports sustainable economic and housing growth in the county, whilst protecting and where possible enhancing its unique environmental and heritage assets, and supporting the health and wellbeing of its residents.</i></p>	<p>This policy could potentially conflict with SEA objectives 5 – 7 and 12 – 13. Changes to the transport network to support economic and housing growth increases in the county, may result in increased transport noise and elevated levels of air pollutants and may place greater pressure on undeveloped land. New infrastructure and housing may also exacerbate climate change impacts such as flooding.</p>	<p>Oxfordshire County Council should take into account the principles of sustainable development and spatial planning policy and identify opportunities for any required new transport infrastructure to be built on brownfield land where possible, to minimise loss of greenfield land and associated potential environmental impacts. The use of low noise surfacing should be considered at scheme level when delivering new or upgraded transport connections, which would benefit the health and well-being of communities in close proximity to the works.</p>
<p>2. <i>Oxfordshire County Council will manage and, where appropriate, develop the county's road network to reduce congestion and minimise disruption and delays, prioritising strategic routes.</i></p>	<p>Potential conflicts have been identified with SEA objectives 3, 5 and 8 - 16. The development of new roads or modifications to the existing road network will help to relieve existing areas of congestion (which will be beneficial for air quality) but could place pressure on currently undeveloped land including habitats, floodplains, water resources, heritage and impact the wider landscape.</p>	<p>Oxfordshire County Council should prioritise sustainable alternatives to new roads when seeking measures to reduce congestion, for example through encouraging modal shift from private car use to more efficient sustainable transport options. Where improvements to the county's road network are required, consideration should be given to identifying and mitigating the impacts on the wider strategic road network. The use of low noise surfacing should be considered at scheme level when designing extensions to the county's road network.</p>
<p>3. <i>Oxfordshire County Council will support measures that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<i>and encouraging a greater proportion of journeys to be made on foot, by bicycle or by public transport.</i>		
<p>4.</p> <p><i>Oxfordshire County Council will prioritise the needs of different types of users in developing transport schemes or considering development proposals, taking into account road classification and function/purpose, and the need to make efficient use of transport network capacity.</i></p>	<p>Potential conflicts have been identified with SEA objectives 3, and 5 - 16.</p> <p>The delivery of new infrastructure could result in the environment being impacted in a variety of ways. This could include effects associated with new land take (impacting upon habitats, soils, minerals, landscape and archaeological remains); as well as effects associated with growth in traffic arising from development (noise and air emissions).</p>	<p>Oxfordshire County Council should take into account the principles of sustainable development and current spatial planning policy in seeking to make the best use of current infrastructure, in identifying and mitigating the impacts of transport schemes on the wider strategic road network and to make prudent use of natural resources.</p>
<p>5.</p> <p><i>Oxfordshire County Council will classify and number the roads in its control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable.</i></p>	<p>Potential conflicts have been identified with SEA objectives 3 - 4, 7 - 13 and 16.</p> <p>There is potential for re-routed lorry traffic to impact on people and environmental receptors (including the countryside, biodiversity, water resources, the historic environment and landscape character) currently not impacted.</p>	<p>Careful planning will be needed to ensure any current environmental problems are not displaced to other locations, which may lead to other environmental impacts (e.g. loss of tranquility).</p>
<p>6.</p> <p><i>Oxfordshire County Council will support measures to reduce the number of Heavy Goods Vehicles travelling through the county, by promoting freight by rail and working to improve strategic roads.</i></p>	<p>While this policy will have significant beneficial impacts on the environment including the likely reduction in transport-related greenhouse gas emissions by promoting the use of rail to move freight, potential conflicts have been identified with SEA objectives 3 – 6 and 16.</p> <p>New rail facilities to support a growth in freight may result in adverse effects on the countryside and landscape character. Changes in freight movements by road transport may result in changes in noise and air quality.</p>	<p>Oxfordshire County Council should consider how the transport network is likely to be impacted by climate change, based on predictions, and seek to ensure that the freight network can be sustained.</p> <p>Oxfordshire County Council will define the roads that are suitable and unsuitable for HGVs, and install and maintain fixed signage to direct lorry drivers to the advisory freight routes through the county. Where HGVs could cause environmental damage, Oxfordshire County Council will retain enforceable environmental weight limits, and use Routing Agreements and</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
		Construction Logistics Plans associated with new developments.
<p>7. <i>Oxfordshire County Council will work with operators and other partners to enhance the network of high quality, integrated public transport services, interchanges, and supporting infrastructure, and will support the development of Quality Bus Partnerships and Rail Partnerships, where appropriate.</i></p>	<p>Potential conflicts have been identified with SEA objectives 3 and 5 - 16. Improvements to public transport services have the potential to affect the environment in a variety of ways. This could include effects associated with land-take (impacting upon the countryside, habitats, soils, minerals, landscape and archaeological remains); as well as effects on the built environment and noise associated with new or modified infrastructure.</p>	<p>Oxfordshire County Council should promote public transport infrastructure that is appropriate for the environment and associated landscape setting.</p>
<p>8. <i>Oxfordshire County Council will work with partners towards the introduction and use of smart, integrated payment solutions for a range of transport modes.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>
<p>9. <i>Oxfordshire County Council will work with the rail industry to enhance the rail network in Oxfordshire, and connections to it, where this supports the county's objectives for economic growth.</i></p>	<p>Potential conflicts have been identified with all SEA objectives except SEA objective 2, which relates to improved accessibility and services. Delivery of new rail facilities could result in the environment being impacted in a variety ways. This could include effects associated with new land take (impacting upon habitats, the countryside, water resources, soils, minerals, landscape and archaeological remains); as well as effects on the built environment and noise associated with growth in rail travel.</p>	<p>Significant new infrastructure, where required, should be subject to detailed assessment to ensure the most sustainable options are promoted and adverse environmental effects (including impacts on the wider strategic road network) are mitigated wherever possible. Oxfordshire County Council should take into account the principles of sustainable development and current spatial planning policy in seeking to make the best use of current infrastructure and to make prudent use of natural resources.</p>
<p>10. <i>Oxfordshire County Council will support the development of air travel services and</i></p>	<p>Potential conflicts have been identified with all SEA objectives except 2. New infrastructure to support the development of air</p>	<p>Oxfordshire County Council should demonstrate the role that air travel plays in economic growth. The council should also work in consultation and</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p><i>facilities that it considers necessary to support economic growth objectives for Oxfordshire.</i></p>	<p>travel services (e.g. supporting the growth of London Oxford Airport) could encroach on undeveloped land, with the potential to impact on biodiversity, green spaces, cultural assets, the built environment and the wider landscape.</p> <p>Furthermore, significant negative effects have been identified in relation to SEA objectives 5 – 7.</p> <p>The future of air travel services (e.g. those that may increase flight capacity) in Oxfordshire is likely to cause major negative impacts on noise, air quality and greenhouse gas emissions and minor negative impacts on green infrastructure, countryside, landscape and human health.</p>	<p>partnership with airport operators and with consideration of the Aviation Policy Statement and Airports National Policy Statement to address known environmental issues (e.g. when improving public transport access) and demonstrate how the environment will be protected in implementing this policy.</p> <p>Oxfordshire County Council should consider measures, which are less carbon intensive than air travel and therefore generate fewer greenhouse gas emissions in order to also meet economic growth objectives for Oxfordshire.</p>
<p>11.</p> <p><i>Oxfordshire County Council will manage the parking under its control and work with district councils to ensure that overall parking provision and controls, including the potential for further decriminalised parking in Oxfordshire, are financially viable and support the objectives of local communities and this Plan.</i></p>	<p>Potential conflicts have been identified with SEA objectives 1, 3, 8, 14, 15 and 16.</p> <p>Any new parking areas or controls to support the objectives of local communities could encroach on undeveloped land or land with environmental or wildlife value. This may have negative impacts on biodiversity, green spaces, flood risk and the wider landscape.</p> <p>Unkempt parking areas can also detract from the quality of the built environment, cultural assets and landscape.</p>	<p>Where an abundance of existing parking contradicts other policies, Oxfordshire County Council should identify opportunities for remediating brownfield sites which are currently occupied by parking into positive public realm enhancements.</p> <p>The use of low noise surfacing should be considered at scheme level when designing new parking areas.</p>
<p>12.</p> <p><i>Oxfordshire County Council will work with partners to identify how access to employment, education, training and services can be provided, particularly for those with disabilities or special needs, or who otherwise have difficulties in walking, cycling and/or using public transport, or for</i></p>	<p>No significant conflicts with SEA objectives have been identified given this policy focuses on working with partners and the community to identify improvements.</p>	<p>Oxfordshire County Council should prioritise interventions that improve accessibility with consideration of environmental sensitivities whilst minimising the need for additional new development. Improvements to existing public transport services should be promoted to make better use of infrastructure already in place. Opportunities to use existing brownfield locations should be investigated should new infrastructure be developed.</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<i>people without access to a car.</i>		
<p>13. <i>Oxfordshire County Council will support the development and use of locally-organised community transport to meet local accessibility needs.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>
<p>14. <i>Oxfordshire County Council will support the research, development and use of new technologies and initiatives that improve access to jobs and services, taking into account their environmental impact and fit with the other objectives of LTP4.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>
<p>15. <i>Oxfordshire County Council will target new investment and maintain transport infrastructure to minimise long-term costs.</i></p>	<p>Potential conflicts have been identified with SEA objective 4. At this high plan level, the details of how this policy will make use of, and maintain existing infrastructure is unknown and therefore the effects of this on human health (i.e. whether there is provision for safer conditions for pedestrians and cyclists) is uncertain.</p>	<p>Maintenance requirements should take into account climate change predictions in seeking to make adaptations such as more temperature resilient surfacing. Measures to counteract traffic growth would help to reduce the maintenance requirements on the road network. Opportunities for the use of recycled aggregates should be explored and implemented. Investment in infrastructure, where required, should be subject to detailed assessment to ensure the most sustainable options are promoted and adverse environmental effects are mitigated wherever possible. Oxfordshire County Council should take into account the principles of sustainable development and current spatial planning policy in seeking to make the best use of current infrastructure and to make prudent use of</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
		natural resources. The need to provide for development should be balanced against the need to maintain the value of the environment, including the services provided by healthy ecosystems.
<p>16. <i>Oxfordshire County Council will publish and keep updated its policy on prioritisation of maintenance activity in the Highways Asset Management Plan.</i></p>	<p>No significant conflicts with SEA objectives have been identified given this policy focuses on publishing and updating a management plan.</p>	<p>N/A</p>
<p>17. <i>Oxfordshire County Council will seek to ensure the location of development makes the best use of existing and planned infrastructure, reduces the need to travel, and supports walking, cycling and public transport.</i></p>	<p>Potential conflicts have been identified with SEA objectives 3, 5, 8 – 11 and 13 - 16. New developments will necessitate new infrastructure which could result in the environment being impacted in a variety of ways, although it is noted that the siting of development will make the best use of existing resources. Any new development could include effects associated with new land take (impacting upon the countryside, habitats, soils, minerals, landscape and archaeological remains), and result in changes in noise levels in new locations.</p>	<p>Oxfordshire County Council should take into account the principles of sustainable development and identify opportunities for any required new development to be built on brownfield land with limited biodiversity value where possible, to minimise loss of greenfield land and associated potential environmental impacts. Significant new infrastructure, where required, should be subject to detailed assessment to ensure the most sustainable options are promoted and adverse environmental effects are mitigated wherever possible. The need to provide development and high quality public transport services should be balanced against the need to maintain the value of the environment, including the services provided by healthy ecosystems.</p>
<p>18. <i>Oxfordshire County Council will help reduce the need to travel by improving internet and mobile connectivity and other initiatives that enable people to work at or close to home.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>
<p>19.</p>	<p>While this policy will support increased walking and</p>	<p>In seeking to encourage healthy and active lifestyles,</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p><i>Oxfordshire County Council will encourage the use of modes of travel associated with healthy and active lifestyles.</i></p>	<p>cycling and reduce reliance on motorised transport, this policy could potentially conflict with SEA objectives 5, and 8 – 16.</p> <p>Some measures taken to encourage walking and cycling could increase noise within the countryside, and disturb existing environmental features e.g. habitats, water resources, geology, heritage and landscape. They could also potentially reduce the area available for flood storage or increase flood risk if impermeable surfaces are used.</p>	<p>Oxfordshire County Council should consider how human access can be managed to minimise disturbance to valuable habitats and other important environmental features. At a strategic level it should be possible for any new development to identify and where possible avoid protected sites and sensitive habitats. Detailed assessment should be undertaken to inform specific routes and mitigation requirements. Any new development should adhere to the principles and philosophy set out in the DfT's <i>Manual for Streets</i>, which applies a user hierarchy to the design process, with pedestrians at the top.</p> <p>Where new walking and cycling infrastructure is developed, it should maximise opportunities to natural green space and the countryside, and promote the creation/extension of and improvements to green infrastructure.</p> <p>The use of low noise surfacing should be considered when delivering new walking and cycling routes.</p>
<p>20.</p> <p><i>Oxfordshire County Council will carry out targeted safety improvements on walking and cycling routes to school, to encourage active travel and reduce pressure on school bus transport.</i></p>	<p>Potential conflicts have been identified with SEA objectives 8 - 16.</p> <p>The delivery of safety improvements will require significant improvement of infrastructure, which could increase the footprint of existing routes, potentially affecting habitats, the historic environment, water resources, landscape and the quality of the built environment. Furthermore the introduction of new safety signage could detract from these elements.</p>	<p>The LTP4 should seek to improve the safety of existing infrastructure within the current footprint and consider the most appropriate solutions for the specific setting.</p> <p>New walking and cycling routes to school should be developed that promote the creation/extension of and improvements to green infrastructure.</p>
<p>21.</p> <p><i>Oxfordshire County Council will support the use of a wide range of data and</i></p>	<p>Potential conflicts have been identified with SEA objectives 14, 15 and 16.</p> <p>Travel information (in the form of signage and or real</p>	<p>Oxfordshire County Council should take account of locations where travel information is required that also coincide with sensitive locations, such as areas with</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p><i>information technology to assist in managing the network and influencing travel behaviour, and work with partners to ensure that travel information is timely, accurate and easily accessible in appropriate formats for different user groups.</i></p>	<p>time displays) could be located in sensitive locations that detract from the quality of the built environment, cultural heritage assets and townscape/landscape.</p>	<p>historic settings and seek to find solutions that are appropriate for the setting.</p>
<p>22. <i>Oxfordshire County Council will promote the use of low or zero emission transport, including electric vehicles and associated infrastructure where appropriate.</i></p>	<p>Potential conflicts have been identified with SEA objectives 8 - 16. As the location and nature of the infrastructure associated with the low carbon forms of transport are unknown at this high plan level, there is uncertainty regarding its effects on existing environmental assets such as biodiversity, water resources, geology, the historic environment and landscape.</p>	<p>When considering any new electric vehicle related infrastructure, the setting of the scheme and its potential impacts on the existing environment including landscape character should be considered. The use of low noise surfacing should be considered at scheme level when designing new infrastructure.</p>
<p>23. <i>Oxfordshire County Council will work to reduce the emissions footprint of its transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>
<p>24. <i>Oxfordshire County Council will seek to avoid negative environmental impacts of transport, and where possible, provide environmental improvements, particularly in Areas of Outstanding Natural Beauty and Conservation Areas and other areas of high</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<i>environmental importance.</i>		
<p>25. <i>Oxfordshire County Council will work with partners to improve public spaces and de-clutter the street environment.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>Opportunities to improve the public realm and townscape as part of the de-cluttering of the street environment should be considered.</p>
<p>26. <i>Oxfordshire County Council will aim to record, protect, maintain and improve the public rights of way network so that users are able to understand and enjoy their rights in a safe and responsible way.</i></p>	<p>The only potential area of conflict identified is with SEA objective 16. The introduction of new travel information in the form of significant levels of new signage could detract from the quality and character of the landscape.</p>	<p>Oxfordshire County Council should take account of locations where new travel information information is required that also coincides with sensitive locations and seek to find solutions that are appropriate for the landscape setting. Improvements to the public rights of way network should be developed that maximises opportunities to natural green space and the countryside, and that promotes the creation/extension of and improvements to green infrastructure.</p>
<p>27. <i>Oxfordshire County Council will support appropriate opportunities for improving towpaths along the waterways network, for local journeys and leisure, where it would not harm the ecological value of the area or waterway network.</i></p>	<p>No significant conflicts with SEA objectives have been identified given this policy was revised during the assessment stage to ensure that improvements to towpaths along the waterways network would not be implemented where it results in possible risks to biodiversity, water quality, and loss of riparian habitat.</p>	<p>In seeking to develop and increase walking and cycling facilities, Oxfordshire County Council should consider how human access can be managed to improve habitats for protected species. Oxfordshire County Council should work with the Canal and River Trust to promote the use of towpaths, and seek funding towards their improvement. Permeable surfacing should be sought to minimise flood risk and SuDS opportunities to attenuate surface water run-off and/or filter pollutants from surface water should be maximised.</p>
<p>28. <i>Oxfordshire County Council will consult from an early stage in the development of</i></p>	<p>No significant conflicts with SEA objectives have been identified given this policy focuses on consultation with stakeholders.</p>	<p>N/A</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p><i>schemes and initiatives so that the needs of individuals, communities and all groups sharing a protected characteristic under the Equalities Act 2010 are considered and, where appropriate, acted upon.</i></p>		
<p>29. <i>Oxfordshire County Council will work with district councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives.</i></p>	<p>Potential conflicts have been identified with SEA objectives 3 - 4, 8 - 13 and 16. Depending on the nature of the transport interventions, there is potential for such changes to impact on people and environmental receptors (including the countryside, biodiversity, water resources, the historic environment and landscape character) currently not impacted.</p>	<p>Careful planning will be needed to ensure any current problems associated with traffic flows and volumes and air pollution are not displaced to other locations. Oxfordshire County Council should also work with the Highways Agency as well as district councils to identify air quality improvements associated with the road network.</p>
<p>30. <i>Oxfordshire County Council will identify those parts of the highway network where significant numbers of accidents occur, and propose solutions to prevent accidents.</i></p>	<p>Potential conflicts have been identified with SEA objectives 1, 3 and 7 - 16. Engineering solutions to prevent accidents may affect the vitality of town centres, green infrastructure and the countryside, biodiversity, geology, the historic environment and landscape character.</p>	<p>When designing engineering solutions, the setting of the scheme and its potential impacts on the surrounding environment (and notably landscape character) should be considered.</p>
<p>31. <i>Oxfordshire County Council will work with partners to support road safety campaigns and educational programmes aimed at encouraging responsible road use and reducing road accident casualties, and will keep speed limits under review, including giving consideration to the introduction of 20mph speed limits and zones.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>In seeking to encourage responsible road use and reduce accidents, Oxfordshire County Council should also highlight the health benefits associated with alternative means of travel.</p>
<p>32. <i>Oxfordshire County Council will support the development of Neighbourhood Plans.</i></p>	<p>No significant conflicts with SEA objectives have been identified.</p>	<p>N/A</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p><i>Where a Neighbourhood Plan has been adopted and providing it is consistent with LTP4, the Council will seek funding to secure the Plan's transport improvements from local developments and the Community Infrastructure Levy as appropriate.</i></p>		
<p>33. <i>Oxfordshire County Council will work in partnership with the Local Enterprise Partnership and developers to meet the objectives of LTP4 and seek external funding to support the delivery of transport infrastructure priorities as set out in the Strategic Economic Plan and forthcoming Infrastructure Delivery Plan.</i></p>	<p>While this policy will help to improve transport infrastructure, this policy could potentially conflict with SEA objectives 3 – 16.</p> <p>As the nature and location of the transport infrastructure priorities are unknown at this plan level, there remains uncertainties associated with the impacts that delivery of this policy will have on people and the environment.</p>	<p>In supporting the delivery of transport infrastructure, Oxfordshire County Council should consider how implementation can be managed to avoid or minimise impacts on the environment.</p>
<p>34. <i>Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:</i></p> <ul style="list-style-type: none"> <li><i>secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;</i></li> </ul>	<p>While this policy seeks to ensure that it is delivered without affecting environmentally sensitive locations, potential conflicts have been identified with SEA objectives 3, 5 - 7 and 12.</p> <p>New developments are likely to affect the existing countryside and is likely to increase traffic flow in the area (even if served by efficient public transport services), resulting in an increase in noise levels, air pollution and greenhouse gas emissions. There is also uncertainty at this high level, as to whether any transport improvements, travel plans and new developments would make use of previously developed land.</p>	<p>This policy has been updated since the draft SEA of the LTP to incorporate earlier recommendations for Oxfordshire County Council to encourage sustainably connected development, which places emphasis on more sustainable modes of travel and less reliance on private car travel. The policy now seeks to proactively encourage walking and cycling, and allow developments to be served by efficient public transport services.</p> <p>Significant new infrastructure, where required, should be subject to detailed assessment to ensure the most sustainable options are promoted and adverse environmental effects (including impacts on the wider strategic road network) are mitigated wherever possible.</p> <p>The use of low noise surfacing should be considered at scheme level when designing new transport</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<ul style="list-style-type: none"> <li>• <i>identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development;</i></li> <li>• <i>ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;</i></li> <li>• <i>require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;</i></li> <li>• <i>set local routing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;</i></li> <li>• <i>seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments,</i></li> </ul>		<p>infrastructure.</p> <p>Opportunities for biodiversity enhancements (e.g. the consideration of roadside tree planting, different mowing regimes) should be considered when securing transport improvements and developing new infrastructure.</p>

Alternative LTP 4 Policy	Potential Area/s of conflict	Recommendation/s
<p><i>normally through the payment of commuted sums;</i></p> <ul style="list-style-type: none"><li><i>secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.</i></li></ul>		