

Leicestershire County Council Local Transport Plan 4 Core Document  
Strategic Environmental Assessment  
Environmental Report - FINAL  
October 2024



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## Document Control

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## Abbreviations

ALC	Agricultural Land Classification
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BMV	Best Most Versatile
CRoW	Countryside and Rights of Way
DAERA	Department of Agriculture, Environment and Rural Affairs
DEFRA	Department for Environment Food and Rural Affairs
DfT	Department for Transport
EV	Electric Vehicle
GI	Green Infrastructure
HGV	Heavy Goods Vehicle
IMD	Index of Multiple Deprivation
LCC	Leicestershire County Council
LCWIPs	Local Cycling and Waking Infrastructure Plans
LHA	Local Highway Authority
LLFA	Lead Local Flood Authority
LLRBAP	Leicester, Leicestershire and Rutland Biodiversity Action Plan
LRWT	Leicestershire and Rutland Wildlife Trust
LSOAs	Lower Super Output Areas
LPA	Local Planning Authority
LTN	Local Transport Note
LTP	Local Transport Plan
MWLP	Minerals and Waste Local Plan
NCA	National Character Area
NERC	Natural Environment & Rural Communities
NHS	National Health Service
NMDC	National Model Design Code
NO <sub>2</sub>	Nitrogen Dioxide
NPPF	National Planning Policy Framework
PM <sub>10</sub> / PM <sub>2.5</sub>	Particulate Matter
PPG	Planning Practice Guidance
PRoW	Public Right of Way
RIGS	Regionally Important Geological Sites
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SRN	Strategic Road Network
SSSIs	Sites of Special Scientific Interest
WFD	Water Framework Directive

# 1 Introduction

## 1.1 Overview

- 1.1.1 Leicestershire County Council (LCC) has a statutory duty, as required by the Transport Act 2000 (as amended by the Local Transport Act 2008), to produce and update a Local Transport Plan (LTP), in line with evolving national transport policy. The current LTP (LTP3), covering the period from 2011 to 2026, has been identified by LCC to be insufficient in addressing Leicestershire's transport issues. A proposed fourth LTP (LTP4) has been in development since 2021 to cover the period from 2025 to 2040.
- 1.1.2 LCC have identified the need to develop the new LTP4 in three phases. Phase 1, from 2025 to 2030, comprises of the LTP4 Core Document. This identifies the key transport challenges facing the County, outlining a Strategic Vision and Core Themes and Policies to implement, maintain, and operate new and existing solutions.
- 1.1.3 A Strategic Environmental Assessment (SEA) has been undertaken on Phase 1 of the LTP4 as it emerges. The SEA has assessed the potential environmental effects of LTP4 Phase 1 during its development to help develop a set of guidance that will promote transport development, maintenance, and operation to have positive environmental and social outcomes. Further phases will be subject to separate assessment as they are developed.
- 1.1.4 This document assesses Phase 1 of the LTP4, The Core Document, and has been shared with the Statutory Environmental Bodies and other stakeholders during consultation.
- 1.1.5 Due to the nature of the LTP4 Phase 1 development process, multiple versions of the LTP4 Core Document have been subject to assessment with recommendations issued at the stages outlined below:
- [Draft LTP4 Core Document \(May 2024\)](#)
- 1.1.6 A draft version of the LTP4 Core Document was provided by LCC in May 2024. The results of the assessment of this version formed the primary basis of the draft Environmental Report that was subject to a six-week consultation period between 12<sup>th</sup> August and September 23<sup>rd</sup> 2024. A summary of the findings is outlined within Section 6, with the detailed assessment matrices provided within Appendix C.
- [LTP4 Core Document \(Consultation Draft\)](#)
- 1.1.7 Minor changes were made to the draft LTP4 Core Document in the time between the completion of the draft Environmental Report to be issued for consultation, and the consultation period itself. The draft version of LTP4 Core Document that

was issued for consultation was assessed after changes were made, with further recommendations issued, though this version was not available during the consultation period. A summary of the findings is outlined within Section 7, with the detailed assessment matrices provided within Appendix D.

#### LTP4 Core Document (Post-Consultation)

- 1.1.8 Following the completion of the consultation period between August and September 2024, amendments were made to the LTP4 Core Document incorporating feedback from respondents. Sections of the LTP4 Core Document considered to have changed significantly were subject to assessment. A summary of findings is outlined within Section 8, with matrices provided within Appendix E.

## 1.2 Structure and Purpose of this Report

- 1.2.1 This Environmental Report documents the SEA of Phase 1 of the LTP4. The purpose of carrying out the SEA is to assist the public and statutory bodies in better understanding the environmental effects of the LTP4 and to identify opportunities for aligning the policies within the LTP4 to wider environmental objectives set by Leicestershire County Council, in addition to national objectives.

- 1.2.2 The subsequent sections of this report will be structured as follows:

#### Section 1

- Introduction describing the structure and purpose of the Environmental Report and topics covered in the SEA.

#### Section 2

- Describes the current status of LTP4 and outlines the phases of its development.
- Identifies the key components of the LTP4 Core Document.

#### Section 3

- Outlines the SEA process and methodology.

#### Sections 4 & 5

- Describes relevant strategies, plans, policies, and programmes that influence the LTP4 Core Document and the SEA from an environmental perspective.
- Defines and describes the baseline environmental and social context relevant to the LTP4 Core Document and the SEA.
- Identifies existing environmental/social challenges and priorities associated with the area relevant to the LTP4 Core Document.
- Further details are presented in Appendices A and B.

### Section 6

- Presents the findings of the assessment of the Vision and Core Policies outlined in the Draft LTP4 Core Document (May 2024) against the SEA Objectives.
- Describes how Reasonable Alternatives to the Draft LTP4 Core Document Core Policies were considered and how the findings of the assessment may have differed had they been adopted.
- Identifies and describes proposed mitigation and enhancement measures.

### Section 7

- Describes the approach to consultation on the Draft LTP4 Core Document and Environmental Report (Consultation Draft).
- Presents the findings of the assessment of the Vision and Core Policies outlined in the LTP4 Core Document (Consultation Draft) against the SEA Objectives, as well as the in-combination effects.

### Section 8

- Presents the findings of the assessment of the Vision and Core Policies outlined in the LTP4 Core Document (Post Consultation) against the SEA Objectives, as well as outlining changes to the in-combination effects.

### Section 9

- Describes the proposed approach for monitoring the implementation of policies outlined in LTP4 against the SEA Objectives.

1.2.3 A proportionate approach has been adopted towards establishing the scope of the SEA. The environmental baseline presented in Appendix A reflects the topics presented in the SEA Regulations, which have been confirmed as appropriate for this type of plan/programme. These are outlined in Table 1-1 and are as follows:

- Biodiversity;
- Population and Human Health;
- Geology and Soils;
- Water Environment;
- Air Quality;
- Climatic Factors;
- Waste and Material Assets;
- Cultural Heritage; and
- Landscape, Townscape and Visual Amenity.

## 1.3 Topics covered in the SEA

- 1.3.1 The primary role of the SEA is to provide a high level of protection to the environment, to contribute to the integration of environmental considerations, and promoting sustainable development throughout the preparation and adoption of the LTP4 Core Document. The SEA can provide a powerful tool to ensure that the environment is fully considered and integrated into the development of the LTP4 Core Document to help deliver more sustainable transport infrastructure across Leicestershire.

Table 1-1: Overview of topics considered in this SEA

Topics suggested in the SEA Regulations	Where covered in the Environmental Report	Summary Definition in the context of the LTP4 Core Document
Biodiversity (including fauna)	Biodiversity	How the LTP4 Core Document considers: designated nature conservation sites; protected and notable species and habitats; trends in condition and status; biodiversity net gain; native species ecological networks and limiting wildlife collision risk; and, spread of non-native species.
Population	Population and Human Health	How the LTP4 Core Document considers: vulnerable communities; physical and mental health; road users; safety, recreation, and amenity; accessibility and connectivity; the businesses that communities use and rely upon such as for employment; and sustainable transport.
Soil (including geology)	Geology and Soils	How the LTP4 Core Document considers: the variety of rocks, minerals, and landforms; the quantity and distribution of agricultural land including the highest quality soils; soil health and functions; designated geological sites; and land contamination.
Water	Water Environment	How the LTP4 Core Document considers: flood risk; surface and groundwater resources; chemical and biological water quality; aquatic ecology; surface and groundwater resource; water body hydromorphology/ geomorphology.
Air	Air Quality	How the LTP4 Core Document considers potentially harmful substances within the

Topics suggested in the SEA Regulations	Where covered in the Environmental Report	Summary Definition in the context of the LTP4 Core Document
		air and the effects on human health and designated habitats.
Climatic factors	Climate Change	How the LTP4 Core Document considers the emission of greenhouse gases (GHG) and measures to mitigate this.
		How the LTP4 Core Document considers Climate Resilience of transport developments to future climate conditions, such as increased risk and severity of flooding, drought, heatwaves, intense rainfall events and other extreme weather events.
Material Assets	Material Assets	How the LTP4 Core Document considers the critical infrastructure assets, including: public utilities, power, gas, communications, water supply, and wastewater treatment and other forms of transport.
	Waste	How the LTP4 Core Document considers the generation of waste and embeds the waste hierarchy.
Cultural Heritage	Historic Environment	How the LTP Core Document considers: protected and notable heritage features; pressures on heritage features (including changes to setting and archaeology); and historic landscape/townscapes.
Landscape, Townscape and Visual Amenity	Landscape, Townscape (including visual amenity)	How the LTP Core Document considers: national and local landscape/townscape and settlement character distinctiveness; protected and notable landscapes; key local and landscape features; and visual amenity.
The interrelationship between issues	Throughout the Environmental Report	The relationship between environmental features and issues.

## 2 Leicestershire County Council Local Transport Plan 4 (LTP4) Core Document

### 2.1 Development of Leicestershire Local Transport Plan 4 (LTP4)

2.1.1 Leicestershire's current Local Transport Plan (LTP3) covers the period between 2011 and 2026. The LTP3 is close to expiry and no longer accords with national planning, transport, and environmental policy. LCC have identified LTP3 as being insufficient in tackling and addressing the transport challenges the County faces.

2.1.2 The LTP3 has a limited focus on health and well-being and provides little guidance on the benefits that active travel has for all of Leicestershire's communities. The development of LTP4 began in late 2021, and a conference was held by LCC in November 2023, with attendance from key stakeholders. LTP4 development involves, but is not limited to, the following LCC workstreams:

- Health and Carbon
- Communities, Communication and Engagement
- Spatial Planning and Growth
- Data and Evidence
- Environment, Transport, and Infrastructure
- Innovation
- Regional Transport Policy

2.1.3 During early development, it was agreed between LCC workstreams to develop the new LTP in the three phrases summarised below.

Phase 1 (2025- 2030)

2.1.4 Phase 1 comprises the LTP4 Core Document which identifies the key challenges faced across the County in relation to transport. It sets out the Strategic Vision for transport, the Core Themes and Policies and how these will be implemented. The LTP4 Core Document provides the strategic case and narrative to aid the development and implementation of the programme for the LTF, and other funding streams, delivering transport solutions across Leicestershire.

Phase 2 (2025-2040)

2.1.5 Phase 2 will be the development and implementation of a series of focused strategies, including freight and logistics and aviation and the development and implementation of a County Wide Strategic Transport Investment Plan and locally focused Multi Modal Area Investment Plans (MMAIPS).

2.1.6 These plans will be developed with communities and partners setting out the transport solutions and the programme for delivery and implementation over a five-year period, which meet their needs and requirements, as well as supporting the delivery of new homes and employment opportunities across the county.

2.1.7 Phase 2 will see the development of the full LTP4 which will be delivered in the form of a series of focused strategies. Individual strategies produced include freight and logistics, aviation, focused Multi Modal Area Action Plans (MMAAPS). Additional supporting documents will be developed where necessary to set out programmes for delivery and implementation for specific proposed transport solutions informed by the LTP4 Core Document.

Phase 3 (2025-2050)

2.1.8 Phase 3 will set out the monitoring and review processes and progress based on the LTP to identify success or where greater focus is required.

2.1.9 It will also set the County Council's approach to a post-2050 vision for the future and 'horizon scanning' to ensure that the County Council is proactive and can adapt the LTP and transport solutions to accommodate travel behaviour change, innovation, and changes to national policy and guidance.

Key Themes

2.1.10 LCC have identified five key themes from which to form the structure and direction of LTP4 which will need to be fully considered while establishing transport solutions across the County. The key themes are as follows:

- Enabling Health and Wellbeing
- Protecting The Environment
- Delivering Economic Growth
- Enhancing our Transport Network's Resilience
- Embracing Innovation

2.1.11 This Environmental Report addresses Phase 1 of LTP4, the LTP Core Document which is the subject of this SEA. Future stages of LTP4 will require further separate assessment as they progress in development.

## 2.2 LTP4 Core Document

2.2.1 Phase 1, between 2025 and 2030, comprises the development of the LTP4 Core Document. The LTP4 Core Document sets out the vision, key themes and core policies which will underpin LTP4 and its supporting strategies for the development, operation, and maintenance of new and existing transport systems across the County until 2040.

- 2.2.2 The LTP4 Core Document sets the strategic case and narrative for supporting strategies including County Strategic Transport Investment Plans and Multi-Modal Area Investment Plans. The document sets the direction and agenda for LCC's expectations relating to transport infrastructure which is maintained and managed by other authorities and stakeholders and how the County Council can collaborate with them.
- 2.2.3 The LTP4 Core Document is comprised of the following key components, as outlined in Table 2-1 below:

**Table 2-1: Outline Structure of the LTP4 Core Document**

Section	Summary
Context	Setting out the policy and geographical context to LTP4.
Challenges	Providing a summary of the challenges which LTP4 will seek to address.
Vision	Setting out the ambition and the Core Themes that shape the Vision.
Core Policies	Identifying the Core Policies which will be adopted to deliver the Vision.
Implementation	Setting out the policy justifications and identifying the core objectives to deliver the Core Policies.
Monitoring Success	Setting out how LCC will monitor the success and progress of LTP4.

### Vision

- 2.2.4 The following strategic Vision for transport across Leicestershire has been developed as part of LTP4 Phase 1:

*Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.*

- 2.2.5 The delivery of this strategic visions will be supporting by the following six core policies below. For each core policy, consideration to the LTP4 key themes has been made where they apply as outlined below.

#### Core Policy 1: Delivering the Vision

*"Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities."*

**Enabling Health and Wellbeing:** Facilitate a transport network which benefits the health and well-being of our communities from transport solutions.

Protecting The Environment: Enable a transport network which minimises the impact and where possible provides benefit to the environment.

Delivering Economic Growth: Facilitate a transport network which delivers transport solutions that are viable and enable economic growth and deliver best value for money.

Enhancing our Transport Network's Resilience: Provide a transport network which ensures the delivery of transport solutions which minimise delay, enable travel choice and positive user experiences.

Embracing Innovation: Actively enable the transport network to trial and implement innovation which provides betterment to our communities and resilience to its operation.

#### Core Policy 2: Managing Demand

*Delivering a safe, accessible, integrated, and resilient transport network that is well managed and enables communities to access jobs, education and all services. The network will also enable efficient movement and delivery of goods to support the local, regional, and international markets.*

Enabling Health and Wellbeing: Deliver an accessible transport network that meets the requirements of users and provides them with the ability to access employment, education and social amenities which reduces inequality and isolation within our communities.

Protecting The Environment: Provide a transport network which minimises the impact on the environment, and where feasible enable enhancement and recovery towards a reliable transport network.

Delivering Economic Growth: Provide a transport network which enables the ability of people and goods to move with ease across the County to support and benefit the economy and our communities.

Enhancing our Transport Network's Resilience: Provide a transport network which is safe, reliable, and resilient which minimises the delay of people and goods across and through the County.

Embracing Innovation: Provide a transport network which responds to new technology, ways to travel and innovation which provides greater resilience in meeting the transport demands of our communities.

#### Core Policy 3: Enabling Travel Choice

*"Enabling travel choice in our communities that reflects their unique needs, ensures their safety, actively promotes health & wellbeing, and protects the environment."*

Enabling Health and Wellbeing: Enable travel choice which proactively encourages and allows users to make travel choices which meet their needs and requirements and benefits their, and the wider community's, health and wellbeing.

Protecting The Environment: Facilitate a transport network to enable travel choices which meet users' needs and requirements whilst reducing carbon production. Lowering emissions and providing benefit to the environment.

Delivering Economic Growth: Provide a transport network which supports the delivery of new homes and jobs across the county in a sustainable approach by ensuring the provision of transport connectivity to enable travel choice.

Enhancing our Transport Network's Resilience: Have a well-managed transport network which supports and enables travel choice by ensuring viable transport alternatives to car-based journeys that are safe, reliable, and resilient to better our communities.

Embracing Innovation: Enable the transport network to support the development of viable low carbon transport alternatives and fuels which provide benefit to the health and wellbeing of communities and the environment.

#### Core Policy 4: Delivering Solutions

*Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing of our communities, provide betterment to the environment, and provides good value for money while enabling travel choice and improving our transport network users' experiences.*

Enabling Health and Wellbeing: Identify and deliver transport solutions across the transport network which supports and benefits the health and wellbeing of our communities.

Protecting The Environment: Develop and deliver transport solutions across the transport network, fully consider and where feasible provide betterment to the environment.

Delivering Economic Growth: Identify and implement viable transport solutions which support economic growth, sustainable development and deliver best value for money.

Enhancing our Transport Network's Resilience: Implement transport solutions which minimise delay and enable a well-maintained and resilient transport network to the benefit of our community.

Embracing Innovation: Actively seek to implement innovation which provides betterment to our communities' health & wellbeing, protects the environment, and supports economic prosperity.

#### Core Policy 5: Embracing Innovation

*Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and delivering travel choice to promote health and wellbeing within our communities*

Enabling Health and Wellbeing: Work with our communities, key partners, and transport infrastructure providers to embrace innovation which seeks to minimise the impact the transport network has on the health and well-being of our communities.

Protecting The Environment: In collaboration with our communities, key partners, and transport infrastructure providers innovation will be embraced which minimises the impact, and where feasible provides benefit to the environment.

Delivering Economic Growth: Ensure that through maintenance, renewal and improvement identify innovation and activities which support the decarbonisation of the transport network and provide good value for money.

Enhancing our Transport Network's Resilience: Working collaboratively with our communities, key partners, and transport infrastructure to embrace innovation which proactively supports decarbonisation and adapts to climate change.

Embracing Innovation: Work with our communities, key partners, and transport infrastructure providers to embrace innovation that provide betterment to the operation of the transport network and reduces its carbon impacts.

Core Policy 6: Evaluating Progress

*"Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities."*

Enabling Health and Wellbeing: Work with key partners to identify and monitor the impacts which transport solutions are having on the health & well-being of our communities.

Protecting The Environment: Work with key partners to identify and monitor the impacts of transport solutions are having on the environment across the county.

Delivering Economic Growth: Work with partners to understand the potential benefits which have been released through transport solutions to the economy, job creation, and housing delivery.

Enhancing our Transport Network's Resilience: Work with partners and transport infrastructure providers to monitor and manage the transport of the network to ensure it operates in a safe, efficient, reliable, and resilient manner.

Embracing Innovation: Actively monitor innovations and trials which have been implemented to support new ways of working and operating the transport network whilst ensuring best value for money.

## 3 The SEA Process and Methodology

### 3.1 Overview of the SEA process

- 3.1.1 The SEA is a legally required process under the SEA Regulations<sup>1</sup>. It informs the decision-making process through the identification and assessment of both the significant and cumulative environmental effects from a strategy, plan, policy or programme, and its reasonable alternatives (i.e., a different way of fulfilling the objectives of the strategy or programme). Significant effects are defined as those that may cause potentially substantial, adverse, or beneficial changes to the baseline.
- 3.1.2 In this case, it involves assessing the relevant components of the LTP4 Core Document using the SEA Framework - a series of SEA Objectives. A bespoke set of SEA Objectives has been drafted based on obtaining an understanding of the environmental policy context, baseline, and current issues (outlined in Section 4). The SEA Objectives are presented in Section 5.
- 3.1.3 The SEA process is undertaken in accordance with the requirements of the SEA Regulations, as outlined in Table 3-1 below, the Government's Planning Practice Guidance (PPG), and the UK's official SEA guidance<sup>2</sup>. This Environmental Report has been prepared in compliance with these regulations and guidance.

**Table 3-1 Requirements of the SEA Process as identified within Schedule 2 of the SEA Regulations**

SEA Regulations Requirements	Location in the SEA
*Note the below is direct text from the SEA Regulations. Where there is reference to 'the plan' or 'programme' this is also relevant to the LTP4 Core Document.	
1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.	Environmental Report (Section 4; Appendix B)
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the strategy or programmes.	Environmental Report (Section 5; Appendix A)
3. The environmental characteristics of areas likely to be significantly affected.	Environmental Report (Section 5; Appendix A)

<sup>1</sup> Environmental Assessment of Plans and Programmes Regulations, 2004

<sup>2</sup> A Practical Guide to the SEA Directive, ODPM 2005

<b>SEA Regulations Requirements</b> <small>*Note the below is direct text from the SEA Regulations. Where there is reference to 'the plan' or 'programme' this is also relevant to the LTP4 Core Document.</small>	<b>Location in the SEA</b>
<p>4. Any existing environmental problems which are relevant to the strategy or programme including those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds(a) and the Habitats Directive.</p>	<p>Environmental Report (Section 5; Appendix A)</p>
<p>5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the strategy or programme and the way those objectives and any environmental considerations have been considered during its preparation.</p>	<p>Scoping Report (Appendix B)</p>
<p>6. The likely significant effects on the environment, including short, medium, and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative, and synergistic effects, on issues such as</p> <ul style="list-style-type: none"> <li>(a) biodiversity</li> <li>(b) population</li> <li>(c) human health</li> <li>(d) fauna</li> <li>(e) flora</li> <li>(f) soil</li> <li>(g) water</li> <li>(h) air</li> <li>(i) climatic factors</li> <li>(j) material assets</li> <li>(k) cultural heritage, including architectural and archaeological heritage</li> <li>(l) landscape</li> <li>(m) the inter-relationship between the issues referred to in sub-paragraphs (a) to (l).</li> </ul>	<p>Environmental Report (Section 6)</p>
<p>7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the strategy or programme.</p>	<p>Environmental Report (Section 6)</p>
<p>8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.</p>	<p>Environmental Report (Section 6)</p>

<b>SEA Regulations Requirements</b>	<b>Location in the SEA</b>
*Note the below is direct text from the SEA Regulations. Where there is reference to 'the plan' or 'programme' this is also relevant to the LTP4 Core Document.	
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Environmental Report (Section 8)
10. A non-technical summary of the information provided under paragraphs 1 to 9.	Non-Technical Summary

## 3.2 Stages of the SEA Process

3.2.1 The SEA guidance<sup>2</sup> sets out a five-stage process (A to E) to be followed (outlined in Table 3-2). The SEA Scoping Report addressed Stage A of the process, wherein the context and objectives of the SEA are identified, and the scope of the assessment were determined. The key elements are reiterated in this Environmental Report in the sections outlined in Table 3-2.

Table 3-2 Stages in the SEA Process

<b>SEA stages and tasks</b>	<b>Purpose</b>	<b>Location in the SEA</b>
Stage A: Setting the context and objectives, establishing the baseline, and deciding on the scope	Set out the context, objectives, and approach of the assessment; and identify relevant environmental, economic, and social issues and objectives.	Environmental Report (Section 1-5; Appendix A)
(A1) Identifying other relevant plans, programmes, and environmental protection objectives	To establish how the strategy or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed and to help identify SEA Objectives.	Environmental Report (Section 4; Appendix B)
(A2) Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA Objectives.	Environmental Report (Section 5; Appendix A)

SEA stages and tasks	Purpose	Location in the SEA
(A3) Identifying environmental problems	To help focus the SEA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and monitoring.	Environmental Report (Section 1-5; Appendix A)
(A4) Developing SEA objectives	To provide a means by which the environmental performance of the strategy or programme alternatives can be assessed.	Environmental Report (Section 3)
(A5) Consulting on the scope of SEA	To ensure that the SEA covers the likely significant environmental effects of the strategy or programme.	Environmental Report (Section 3)
Stage B	Developing and refining options and assessing effects.	Environmental Report (Section 6-8)
Stage C	Preparing the Environmental Report.	This Environmental Report
Stage D	Consulting on the draft strategy or programme and the Environmental Report and then assessing significant changes.	Environmental Report (Sections 7 and 8)
Stage E	Monitoring the significant effects of implementing the strategy or programme on the environment.	Future stage using the proposed monitoring framework (Section 9).

### 3.3 Stage A – Setting the Context and Objectives, Establishing the Baseline, and Deciding on the Scope

3.3.1 SEA Stage A concerned a desk-based study to assemble information on the baseline from which the assessment of the LTP4 Core Document would be completed. This first comprised of a review of other plans, programmes, and objectives to inform the development of a baseline review, identify key issues, and identify any inconsistencies, constraints or any potential major sources of tension that could hinder the achievement of the objectives of the LTP4 Core Document. Findings are detailed within Appendix B.

3.3.2 Baseline information, along with the identification of environmental issues was collected in relation to the topics of biodiversity, population and human health,



These effects will also be considered over short-, medium- and long-term durations.

## The SEA Framework

- 3.3.7 The SEA Framework was also consulted upon at the Scoping Stage. It is used to identify and evaluate the potential positive and negative effects associated with the implementation of relevant aspects of the LTP4 Core Document. The framework comprises a set of SEA Objectives that have been developed to reflect the key environmental, social, and economic issues identified through the baseline information review.
- 3.3.8 The LTP4 Core Document has been tested against the SEA framework to identify whether it would contribute to or conflict with the achievement of each objective. During this process, mitigation and enhancement measures were identified to improve positive scores and reduce negative scores.
- 3.3.9 The SEA Framework comprises a series of SEA Objectives. These are methodological yardsticks against which to assess the relevant sections of the LTP4 Core Document – they relate directly to the baseline environmental context and identified issues.
- 3.3.10 The SEA Objectives have been informed by the scope and purpose of the LTP4 Core Document, as well as being informed by the baseline topics (Appendix A), key issues and problems identified from that and a review of other plan and programmes (Appendix B).
- 3.3.11 The SEA Framework has been used to assess the components of the LTP4 Core Document and its reasonable alternatives (versions of the guidance) (see Table 3-3).

**Table 3-3 Overview of the purpose and requirements of the SEA framework**

Item	Purpose
Objective	Provide a benchmark 'intention' against which the environmental effects of the LTP4 Core Document can be tested. The need to be fit-for-purpose and represent the key issues of relevance to the LTP4 Core Document assessment against the objectives will draw heavily on how we consider the baseline to be affected.
Guide Questions	Aid the assessment of impact significance. Provide a means of ensuring that key environmental issues are considered by the assessment process.
Indicator	Provide a means of measuring the progress towards achieving the SEA objectives over time. They need to be measurable and relevant and ideally rely on existing monitoring networks.

3.3.12 Table 3-4 below presents the SEA Framework which guides the assessment stage of the SEA, as presented Section 6 of this Environmental Report.

3.3.13 The following objectives were established within the Scoping Report and served as the SEA methodological framework to guide the assessment undertaken and presented in this Environmental Report.

Table 3-4 SEA Framework of Objectives Guide Questions and Draft Indicators

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
Biodiversity	1) To protect and enhance biodiversity	Does the LTP4 Core Document seek to avoid adverse effects on designated and undesignated habitats and species (including LBAP habitats such as mature woodland) during operation, maintenance, and development of transport infrastructure?	<ul style="list-style-type: none"> <li>• Condition of designated habitats</li> <li>• Development within designated habitats</li> <li>• Condition of undesignated habitats</li> <li>• Change in percent of woodland coverage</li> <li>• Wildlife casualties</li> </ul>
		Does the LTP4 Core Document seek to preserve and deliver wildlife connectivity, ecological networks, avoid habitat fragmentation and minimise wildlife casualties?	
		Does the LTP4 Core Document seek to preserve and promote native species and non-invasive species?	
		Does the LTP4 Core Document seek to promote the management and elimination of INNS?	
		Does the LTP4 Core Document seek to deliver and/or maximise biodiversity net gain opportunities?	
Population and Human Health	2) To protect and enhance human health and wellbeing	Does the LTP4 Core Document seek to avoid air/noise/light pollution near to sensitive and vulnerable human receptors (residential, schools, hospitals, more deprived areas etc)?	<ul style="list-style-type: none"> <li>• Population count and density per hectare</li> <li>• Household count</li> </ul>

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
		Does the LTP4 Core Document seek to promote active travel, recreation, physical activity, and access to open/green space?	<ul style="list-style-type: none"> <li>National housing need</li> <li>Age structure</li> <li>Ethnicity breakdown</li> <li>Deprivation and disability rank</li> <li>Indices of deprivation county/district ranking</li> <li>Mode of transport to work</li> <li>Percentage of physically active adults</li> <li>Percentage of adults classed as overweight</li> <li>Life expectancy at birth</li> <li>Number of road casualties killed or seriously injured</li> </ul>
		Does the LTP4 Core Document seek to meet the needs of specific groups e.g. elderly, disabled, young etc?	
		Does the LTP4 Core Document seek to meet the needs of specific transport users e.g. pedestrians, cyclists, equestrians etc.?	
		Does the LTP4 Core Document seek to improve levels of transport user safety and minimise accidents?	
		Does the LTP4 Core Document seek to support a reduction in rural isolation?	
	3) To reduce levels of crime and fear of crime associated with the transport network	Does the LTP4 Core Document seek to ensure transport and associated infrastructure is safe and discourages crime and anti-social behaviour?	<ul style="list-style-type: none"> <li>Crime rate per 1000</li> <li>Number of traffic-related offences</li> </ul>
		Does the LTP4 Core Document seek to promote safe and inclusive pedestrian, cyclist and equestrian facilities?	
	4) To protect and enhance	Does the LTP4 Core Document seek to enable access to key community facilities for all, including natural	<ul style="list-style-type: none"> <li>Percentage of physically active adults</li> </ul>

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
	accessibility and connectivity	green space, recreational and children’s play space, shops, GP Surgeries and Post Offices etc?	<ul style="list-style-type: none"> <li>Percentage of adults classed as overweight</li> <li>Life expectancy at birth</li> <li>Indices of deprivation county/district ranking</li> </ul>
		Does the LTP4 Core Document seek to enable sustainable transport access to new residential development?	<ul style="list-style-type: none"> <li>Household count</li> <li>National housing need</li> <li>Mode of Transport to Work</li> <li>Percentage of physically active adults</li> </ul>
		Does the LTP4 Core Document seek to encourage transport access to places of work, especially through a sustainable means?	
	5) To promote alternative modes of travel, including active travel	Does the LTP4 Core Document seek to promote, enable and enhance the network of walking, cycling and equestrian routes?	<ul style="list-style-type: none"> <li>Mode of Transport to Work</li> <li>Percentage of physically active adults.</li> </ul>
		Does the LTP4 Core Document seek to promote, enable and enhance the provision of and access to sustainable public transport networks?	
Geology and Soils	6) To protect and enhance geodiversity and soil quality	Does the LTP4 Core Document seek to avoid adverse effects on designated geological sites?	<ul style="list-style-type: none"> <li>Percentage of Best and Most Versatile (BMV) Agricultural Land</li> <li>Number of brownfield land sites</li> </ul>
		Does the LTP4 Core Document seek to avoid soil/land contamination and encourage remediation where appropriate?	

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
		Does the LTP4 Core Document seek to promote the use of brownfield land?	<ul style="list-style-type: none"> <li>• Number of category 1 &amp; 2 pollution incidents</li> <li>• Condition of SSSIs designated due to geological importance</li> </ul>
		Does the LTP4 Core Document seek to avoid the loss of best and most versatile (BMV) agricultural land?	
		Does the LTP4 Core Document seek to avoid the sterilisation of minerals/resource safeguarding areas?	
Water Environment	7) To protect and enhance the water environment and reduce risk of flooding	Does the LTP seek to encourage measures to reduce surface water run-off and manage polluted run-off risk?	<ul style="list-style-type: none"> <li>• New local transport development in flood risk zones 2 and 3</li> <li>• Number of flood risk assessments undertaken</li> </ul>
		Does the LTP seek to encourage measures to protect water courses from accidents and spillage risks?	
		Does the LTP4 Core Document seek to encourage measures to reduce and avoid flood risk?	
		Does the LTP4 Core Document seek to encourage the design and maintenance of blue/green infrastructure in transport developments?	
		Does the LTP4 Core Document seek to promote the natural functioning and geomorphology of water courses?	
		Does the LTP4 Core Document seek to protect and enhance aquatic ecology?	
Air Quality		Does the LTP4 Core Document seek to reduce air pollution from transport sources, especially in sensitive areas (e.g. AQMAs, near to	<ul style="list-style-type: none"> <li>• Number of Air Quality Management Areas (AQMAs)</li> </ul>

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
	8) To protect and enhance air quality	sensitive/vulnerable receptors (human and ecological)? Does the LTP4 Core Document seek to reduce construction dust effects?	designated for transport emissions
Climate Change	9) To minimise carbon emissions associated with the transport network	Does the LTP4 Core Document seek to promote alternative low-carbon modes of transport?	<ul style="list-style-type: none"> <li>• Transport Sector Carbon Dioxide (CO<sub>2</sub>) Emissions</li> <li>• Materials used during maintenance and new transport development</li> <li>• Number of electric vehicles charging points</li> </ul>
		Does the LTP4 Core Document seek to enable EV charging infrastructure?	
		Does the LTP4 Core Document seek to promote alternative low-carbon construction materials (including recycled/re-used/locally sourced materials)?	
	10) To ensure resilience to climate change	Does the LTP4 Core Document seek to promote transport infrastructure development and maintenance that is resilient to fluvial and surface-water flood risk, heat stress, storm events and extreme weather.	
		Does the LTP4 Core Document seek to promote, enable and enhance associated green infrastructure that is climate resilient (e.g. drought tolerant plant species).	
	Does the LTP4 Core Document seek to integrate adaptation measures (e.g. appropriate shade and shelter) against climate hazards for non-motorised users?		

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
Waste and Material Assets	11) To minimise waste generation and support re-use and recycling	Does the LTP4 Core Document seek to minimise the generation of waste in transport networks?	<ul style="list-style-type: none"> <li>• Tonnes of mineral provided within Leicestershire per annum</li> <li>• Volume of waste produced by transport sector</li> </ul>
		Does the LTP4 Core Document seek to encourage measures to prevent, reuse, recycle and reduce waste to landfill in line with the waste hierarchy?	
	12) To protect function and usage of material assets	Does the LTP4 Core Document seek to protect and enhance the condition and function of the transport infrastructure network?	<ul style="list-style-type: none"> <li>• New transport development</li> </ul>
		Does the LTP4 Core Document seek to reduce traffic congestions and the free flow of movement?	
Cultural Heritage	13) To conserve and enhance the historic and cultural environment	Does the LTP4 Core Document seek to avoid adverse effects on designated and non-designated heritage assets and their settings?	<ul style="list-style-type: none"> <li>• Heritage at risk register</li> <li>• Instances of planting/screening alongside new transport development</li> </ul>
		Does the LTP4 Core Document seek to avoid adverse effects on buried archaeology?	
		Does the LTP4 Core Document seek to conserve historic landscapes?	
		Does the LTP4 Core Document seek to take opportunities to improve access to and understanding of cultural heritage where appropriate?	
Landscape, townscape	14) To protect and enhance landscape,	Does the LTP4 Core Document seek to avoid impacts on protected and sensitive landscapes, townscapes, and local distinctiveness?	<ul style="list-style-type: none"> <li>• Transport development within conservation areas</li> </ul>

SEA Topic	SEA Objective	Guide Questions	Potential Indicators
and visual amenity	townscape, and visual amenity	Does the LTP4 Core Document seek to avoid and/or mitigate significant visual amenity effects?	<ul style="list-style-type: none"> <li>• Transport development within design code area</li> <li>• Instances of planting/screening alongside transport development</li> <li>• New Transport development within country parks</li> </ul>
		Does the LTP4 Core Document seek to protect and enhance local landscape character and settlement distinctiveness?	
		Does the LTP4 Core Document seek to enhance the visual amenity of settlements through appropriate management schemes?	
		Does the LTP4 Core Document seek to promote enhanced soft estate associated with transport infrastructure through considerate planting and landscape design?	

### 3.4 SEA Assessment Stage Proposed Methodology (Stage B)

- 3.4.1 The LTP4 Core Document has been tested against the SEA framework to identify whether it would contribute to or conflict with the achievement of each objective. During this process, mitigation and enhancement measures have been identified to improve positive scores and reduce negative scores.
- 3.4.2 The LTP4 Core Document comprises six Core Policies. Each Core Policy was assessed against the SEA Framework Objectives to determine how well it complies with them. This was undertaken in an assessment matrix. An example extract is provided below:

Figure 3-2 Assessment Matrix Example

Example Appraisal Matrix for LCC LTP SEA

LTP4 Core Policy 1: Ensure that all our transport interventions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities. Enabling health and wellbeing; Protecting our Environment; Delivering Economic Growth; Enhancing our Transport Network Resilience; Embracing innovation

SEA Objective	How does the Core Policy Align with the SEA Objective?				Commentary	Recommendations
	S-T	M-T	L-T	Certainly		
1) To protect and enhance biodiversity	D/I, R	D/I, R	D/I, R	M	xxxx	xxxx
2) To protect and enhance human health and wellbeing						
3) To reduce levels of crime and fear of crime associated with						

- 3.4.3 The significance of effects was scored using the five-point scale summarised in Table 3-5. The scoring criteria underpin what is considered as an effect's significance, for example, what is scored as a major negative (--) or major positive (++) and will help to steer and document the assessment.
- 3.4.4 The level of uncertainty regarding the likelihood and potential significance of an impact (either positive or negative) has been assessed separately on a scale from "high", "medium" to "low". Where certainty is lower, the 'worst case' impact has been assessed and illustrated, with commentary how the effect may be better or improved through action.

Table 3-5 SEA Assessment Criteria

Impact Significance	Description	Impact Symbol
Significant positive impact	The guidance contributes to the achievement of the SEA Objective and is likely to deliver enhancements.	++
Minor positive impact	The guidance contributes partly to the achievement of the SEA Objective, but not entirely.	+

Impact Significance	Description	Impact Symbol
Neutral impact	There is no clear relationship between the guidance and/or the achievement of the SEA Objective or the relationship is negligible.	0
Minor negative impact	The guidance partially detracts from the achievement of some elements of the SEA Objective.	-
Significant negative impact	The guidance detracts from the achievement of all elements of the SEA Objective.	--
Not Applicable	The section of guidance has no material relevance to the SEA objective/ topic	N/A

3.4.5 Where the LTP4 Core Document Core Policies were shown to perform poorly against applicable SEA Objectives, the matrix includes recommendations for significant opportunities and benefits and advise on appropriate action to ensure these are realised and maximised. Any recommended mitigation/ improvements take the form of changes to wording/ specific requirements, deletion, or addition of specific guidance.

3.4.6 It is envisioned this process helps inform decision-making to ensure the best performing environmental/ social version of the guidance is taken forward to the adoption of the LTP4 Core Document. For the draft LTP4 Core Document (May 2024) this process is documented in Section 6, with detailed appraisal findings outlined in Appendix C. For the LTP4 Core Document (Consultation Draft) the process is documented within Section 7, with detailed appraisal findings provided within Appendix D. For the adopted LTP4 Core Document (Post Consultation), the process is documented in Section 8, with detailed appraisal findings outlined in Appendix E.

3.4.7 The SEA Regulations require an assessment of the plan/ programme (in this case the LTP) and its 'reasonable alternatives'. In developing the LTP4 Core Document, LCC have considered alternative options for the following:

- Alternative Vision
- Alternative Core Policy Wording

3.4.8 Each of the alternatives were assessed at an appropriate level of detail, against the SEA Objectives and are documented in Section 6 and Appendix C for the Draft LTP4 Core Document (May 2024), and Section 7 and Appendix D for the LTP4 Core Document (Consultation Draft). A justification for the choice of preferred option is

provided by LCC. A register of key recommendations is provided within Section 8, with justification provided by LCC as to why proposed changes were incorporated or discounted.

### Assessing In-Combination and Cumulative Effects

3.4.9 The SEA has assessed the potential in-combination and cumulative effects of the LTP4 Core Document. In-combination effects occur because of interrelationships between different SEA topics on the same aspects of the environment/ society likely to be affected by the LTP4 Core Document. Cumulative effects may occur due to potential impacts on aspects of the environment/ society because of the LTP4 Core Document interacting with the impacts on the same receptors as a result of other strategies, plans, programmes, or policies, this could be cumulative pressures arising from other types of development/ infrastructure, for example housing policy. This has been undertaken and is documented in Section 6 of this Environmental Report.

## 3.5 The Environmental Report (Stage C)

3.5.1 The Environmental Report is a legally required document which sets out the results of the SEA assessment. Contents of the Environment Report are set out in Table 3-1 and Table 3-2. It includes the following:

- Provides information on the current condition of the environmental/social topics that the LTP4 Core Document could affect;
- Outlines how the strategies, plans, policies, and programmes which have been reviewed could affect the LTP4 Core Document;
- Provides a commentary on how the SEA has informed the development of the LTP4 Core Document and how it has influenced it;
- Sets out the aspects of the guidance which have been evaluated, and the reasons for the selection of the proposed approach; including a summary of consultation undertaken;
- Sets out the environmental effects of the LTP4 Core Document and any reasonable alternatives considered prior to its finalisation;
- Suggests additional mitigation or management actions to further improve the environmental outcomes for guidance; and
- Provides a description of the monitoring framework proposed.

3.5.2 A Non-Technical Summary of the information listed above was produced alongside the Environmental Report.

### 3.6 Consulting on the LTP4 Core Document and Environmental Report (Stage D)

- 3.6.1 A six-week public consultation exercise on the Draft LTP4 Core Document was completed between 12<sup>th</sup> August and 23<sup>rd</sup> September 2024. This consultation was supported by a draft version of the Environmental Report, which included the SEA appraisal findings of the Draft LTP Core Document.
- 3.6.2 Following the consultation, where the LTP4 Core Document has been updated, significant changes have been re-assessed with the Environmental Report updated.
- 3.6.3 The finalised Environmental Report will be published alongside the final LTP4 Core Document. This will be presented to the LCC Cabinet to highlight the outcomes of consultation, present the draft guidance for adoption, and seek approval to publish.

### 3.7 Adoption of the LTP4 Core Document and SEA Monitoring (Stage E)

- 3.7.1 Following the assessment of the LTP4 Core Document (Post Consultation) that will be adopted, the suggested indicators presented in the SEA Framework in Table 3-4 have been reviewed to identify appropriate, proportionate, and relevant statutory SEA monitoring. These are measurable and rely on existing monitoring networks relevant to the baseline in this SEA. It is anticipated that useful monitoring on just the LTP4 Core Document implementation will be limited, and more meaningful monitoring will be focussed on the following, more detailed stages of LTP4, still to come.

## 4 Reviews of other Plans, Programmes and Environmental Objectives

- 4.1.1 The SEA Regulations requires a review of other plans, programmes and policies and their environmental protection and objectives, to identify how these strategic objectives may influence the LTP4 Core Document.
- 4.1.2 Identifying these relationships enables potential synergies to be determined, strengthening the benefits that can be gained from implementation of the LTP4 Core Document. This information is also used to inform the development of the baseline review and the identification of key issues. In addition, any inconsistencies, constraints, or potential sources of tension, can be identified, which could hinder the achievement of the objectives of the Plan, and therefore, provide a broad appraisal of the LTP4 Core Document's compliance with international, national, and local considerations.
- 4.1.3 Existing plans and strategies were reviewed within the context of this Environmental Report and detailed within Appendix B. This included reviewing relevant international, national, regional, and local plans, programmes, and strategies. In accordance with the UK official SEA guidance<sup>2</sup> (updated 2020) (paragraph 009) which provides an overview of the level of detail required, no list of plans or programmes can be definitive. See Appendix B for the list of Other Plans, Programmes and Environmental objectives in relation to the LTP4 Core Document.

## 5 Establishing the Environmental and Social Baseline and Identifying Key Issues

5.1.1 The SEA Regulations state that the SEA must assess the likely significant effects of the plan/programme (in this case the LTP4 Core Document) on specific suggested environmental topics.

5.1.2 Schedule 2 of the SEA Regulations lists the environmental factors that should be considered within the SEA process:

*“The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, including architectural and archaeological heritage, landscape, and the interrelationship between these issues”.*

5.1.3 The SEA guidance requires the collection of baseline information to provide an evidence base for environmental problems and the prediction of effects. Through the environmental baseline, existing environmental problems can be identified to help streamline the SEA. The term ‘*baseline information*’ refers to the existing environmental, economic, and social characteristics of an area likely to be affected by the plan.

5.1.4 A desk study was undertaken to identify baseline information, which was used to determine key issues for each of the topics identified as relevant to the LTP4 Core Document (see Table 5-1). The information search included, but was not limited to, information from a range of desk-based sources including the following:

- Natural England;
- Environment Agency;
- DEFRA;
- Canal and River Trust;
- Historic England;
- Department for Transport;
- National Health Service; and
- Leicestershire County Council.

5.1.5 Where information was available, key environmental and social targets and objectives have been identified; established and predicted trends in the status or condition of environmental features have been described; and significant environmental issues have been highlighted. Trends evident in the baseline

information have been used to predict the future baseline, which has assumed a continuation of the existing trends in some cases.

- 5.1.6 The baseline information is presented in Appendix A in both tabular form and, where data can be displayed at a county-level scale, in figures separated by topic as part of Appendix A. This also includes a summary of key trends and environmental/sustainability or social issues facing the County which are relevant to the LTP4 Core Document in Appendix B. A summary of the key issues is also presented in Table 5-1 below.

Table 5-1 Overview of Key Issues categorised by topic

Topic	Key Issues
Biodiversity	<p>Leicestershire contains relatively few internationally and nationally designated nature conservation areas by area. There is one internationally designated site, a Special Area of Conservation (SAC), the River Mease, which at present is termed as being in a 'unfavourable condition' due to the phosphate levels in the river. There are 77 SSSIs (Sites of Special Scientific Interest) and three National Nature Reserves. There are 20 Local Nature Reserves. There is scope to improve the status of these sites as encouraged in the County's Nature Recovery Plan.</p> <p>Despite being a largely rural county, it is relatively poor in terms of biodiversity and conservation value when compared to national averages (2% of SSSI land coverage comparing to the 6% average across England). Around 5.4% of the County contains priority habitat types. When combined with the increased policy presumption towards net-biodiversity gain, the protection and enhancement of biodiversity will present a key issue. While the County contains no Green Belt, there is approximately 4.4% of woodland coverage, including Charnwood Forest Regional Park which includes the County's largest National Nature Reserve, Charnwood Lodge.</p>
Population and Human Health	<p>As of the 2021 Census, Leicestershire has a total population of 712,200 (rounded to the nearest 100). Charnwood is the most populated districted with 183,900 residents, with Melton the smallest with 51,800. Population is increasing across every district and is above regional and national levels. The County's 294,400 households projected to grow by 20% by 2041 alongside a rise in employment need by 15%. Growth will increase pressure for housing development, with more highways access infrastructure likely need.</p> <p>A large proportion of Leicestershire's population is aged over 60, rates within the County higher than the national average. The older population is more likely to live within rural areas of the County, an increase in proportion risking an increase in rural isolation. Those over 60 are more likely to have age-related health conditions or disability,</p>

Topic	Key Issues
	<p>meaning the need for access to medical facilities and the maintenance and preservation of transport access are more significant.</p> <p>The County benefits from its proximity to Leicester, one of those most culturally diverse cities in the UK. The County ranks within the top 30% to 40% for average deprivation and disability rank and deprivation and has 11 of its Lower Super Output Areas (LSOAs) within the 20% most income deprived nationally. Deprivation is generally experienced in pockets, namely Loughborough, Coalville, Hinckley and South Wigston. This is an important consideration in developing accessible public transport and ensuring access to new housing and employment is provided.</p> <p>There is a reliance within Leicestershire on travel by car or van to work. The County has one of the lowest levels of public transport patronage in the region while only 7.9% of the adult population cycle. Bus miles, including the level of commercial service provision is far lower than neighbouring counties. By 2041 it is predicted there will be significant increases in road vehicle kilometres travelled alongside a rise in freight demand. Though the rate of physically active adults in Leicestershire is higher than the national average, the County has a higher rate of adults classed as overweight or obese, with 26% of the population identifying as inactive.</p> <p>Violent and sexual offenses have remained the highest crime type for over 10 years. Public order crime, including anti-social behaviour is at 144% of the national average, Leicestershire the 9<sup>th</sup> highest of the 52 counties in England and Wales.</p> <p>While road casualties in the County are comparatively low in comparison to the wider East Midlands region, the rate at which pedestrians are killed or seriously injured is higher than national averages.</p>
Material Assets	<p>Leicestershire is located within the heart of the country's strategic road network including the M1, M69, M42 and M6 motorways. According to Ordnance Survey mapping, Leicestershire has approximately 6,295 km of roads (4,686km maintained by LCC) and 3,081km of public rights of way. 5.06 billion vehicle miles were travelled on roads in Leicestershire in 2022. While there are multiple north-south connections, the County suffers from poor east-west connectivity in relation to the road and rail network. Leicester, not within Leicestershire but having major strategic ties with the County due to its geography, has the poorest rail connections of the 12 largest cities outside of London.</p> <p>There are 15 stations in Leicestershire across approximately 175km of rail network. This is in addition to a further three stations forming part of the 7.6km of heritage railway. Leicestershire currently has no</p>

Topic	Key Issues
	<p>electrified railway. While an electrification project is in the pipeline, this will only cover one station within the County.</p> <p>Leicestershire has approximately 16 Airports or Airfields within its administrative boundary, the largest of which, East Midlands Airport, is the busiest in terms of dedicated cargo aircraft movements in the UK, and second to only Heathrow in terms of metric tons of freight handled per annum. The airport is the largest employment site in the County excluding the area surrounding Leicester with approximately 500 heavy goods vehicle (HGV) movements to and from the airport per weekday.</p> <p>Despite having one of the highest rates of satisfaction with the condition of highways nationally, data between 2014-20 shows that assets were structural maintenance should be considered has increase across all road types. Those that increased the most were carriageways (unclassified roads) which doubled from 8% to 16%, and footways which saw an increase from 8.6% to 29.4%. Given the projected increase in road traffic, there is a need to continue to address the condition and function of transport infrastructure. This should also consider active travel routes and the needs of the population.</p>
Geology and Soils	<p>Provisional ALC (Agricultural Land Classification) data shows Leicestershire has a high proportion of best and most versatile agricultural land. The growing demand for housing (and associated access infrastructure) means there is potential for loss of best and versatile agricultural land due to competition from development.</p> <p>There are 236 brownfield land sites and 145 recorded category 1 &amp; 2 pollution incidents across Leicestershire, the majority of which for both within Charnwood district. These should be considered when developing new transport infrastructure. There is also potential for localised impacts from transport related pollution incidents, most significantly in and around urban centres.</p> <p>There are several sites designated for their geological importance across Leicestershire, including 17 of the County's SSSIs, 8 RIGS (Regionally Important Geological Sites), and 48 Locally Important Geological Sites. Local transport development, maintenance, and operation should consider the potential effects on geology and soil, including the potential to expose rock deposits which could have value for educational and/or scientific understanding.</p>
Water Environment	<p>Leicestershire is subject to large areas of flood risk from fluvial sources and surface water, the County experiencing over 1,300 local flood events between 1996 and 2011. Market Harborough, Loughborough and Hinckley and Burbage have been identified as 'nationally significant' surface water flood risk areas. Flood risk has the potential to affect the operation, maintenance, and development of existing and future</p>

Topic	Key Issues
	<p>transport networks. Surface drainage across the transport network has the potential to exacerbate flooding. Effective drainage measures should be included in all new and existing transport infrastructure and flood risk areas should be avoided where possible. Flood risk will continue to increase with climate change, in May 2019 LCC declared a climate emergency in recognition of local and wider impacts. Though LCC have a role as Lead Local Flood Authority, they do not necessarily have the powers or responsibilities to physically implement measures to address all flooding related matters. There remains an 'unknown' small drainage network which is identified as presenting a high risk for flooding.</p>
Air Quality	<p>There are 11 AQMAs (Air Quality Management Areas) across Leicestershire, the majority of which in relation to road traffic emissions. Given the projected increase in vehicle traffic, there is likely also to be an increase in particulate matter emissions. This may be offset by modal shift and an increased move to the use of electric vehicles, public transport, and active travel alternatives.</p>
Climate Change	<p>Transport sector emissions are proportionally high when compared with other counties. 38% of Leicestershire's emissions came from the transport section in 2021. However, the road network is also a source and projected traffic growth is anticipated to exacerbate this in the future. This may be offset by modal shift and an increased move to electric vehicle use.</p> <p>Even within best case scenarios, climate change and average conditions are projected to change in terms of a rise in average temperatures, wetter winters, and drier summers. With this comes an increase in the frequency and intensity of major weather events, including extreme rainfall and flooding, and the number and severity of heatwaves. Leicestershire is already experiencing extreme weather events which will increase as further changes in weather will happen. Long-term risks to infrastructure, have been identified as presenting 'a huge challenge', with 'less evidence' risk is being managed systematically. The transport network will need to prepare for this through resilience measures in design and management. Durable materials and design should be considered to accommodate this. An increased use of nature-based solution should also be considered.</p> <p>There is a need for additional Electric Vehicle (EV) infrastructure to support the transition from petrol and diesel vehicles in order to ensure the transport network facilitates sustainable modes of transport.</p> <p>While the growth rate of EV charging points is above than the national average (2020-23) the current rate per 100,000 population is below.</p>

Topic	Key Issues
Waste and Minerals	<p>A number of sites across the County are allocated for minerals extraction and there are numerous Minerals Safeguarding Areas (MSA). Transport networks should seek to avoid the sterilisation of any such resources and also help to maintain adequate assess, including for heavy goods vehicles, to meet county and country mineral need.</p> <p>During operation, as well as the constructing and maintaining transport infrastructure, mineral sites where production capacity is currently inactive should be utilised in order to maintain the level of provision from quarries within Leicestershire given the potential for shortfall of reserves over the period to 2031.</p> <p>Sustainable resource use should also be a consideration in the design and construction of new transport infrastructure including the use of recycled, re-used and low carbon materials.</p>
Cultural Heritage	<p>Leicestershire has a wide and varied heritage including many protected assets. There is one registered battlefield, Battle of Bosworth (Field) 1485, 179 scheduled monuments. Of the 4034 listed buildings, 79 are Grade I, 296 Grade II* and 3659 Grade II. There are 50 heritage assets currently designated as 'at risk', including 4 Scheduled Monuments, 9 listed buildings, 5 conservation areas, 1 registered park and garden, and 26 places of worship (all churches). There is potential for heritage assets to be affected directly or indirectly (e.g. through setting) by transport operation, maintenance, and development (particularly where there is development pressure and further transport infrastructure is required).</p>
Landscape, Townscape and Visual Amenity	<p>Leicestershire is a predominantly rural county which encompasses a wide variety of landscapes. Whilst there are no National Parks or National Landscapes within Leicestershire, it has a distinct and locally important landscape and townscape character. The County contains a total of 12 distinct National Character Areas (NCAs) and 18 local landscape character areas. There are 140 Conservation Areas, 18 Country Parks and a design code area across the Northwest Leicestershire district. Local Transport development, maintenance and operation should seek to minimise impacts on landscape/ townscape and visual amenity. During maintenance or new development, the appropriate enhancement measures and appropriate planting and screening should be incorporated.</p> <p>Built up areas and roads are significant sources of light pollution in the County. There are few darker areas, concentrated more towards the rural areas to the south and east. Noise is a significant and growing issue with more areas of the County being identified as Noise Important Areas. New infrastructure is a notable source of new noise pollution.</p>

## 6 Assessment of the Draft LTP4 Core Document (May 2024) and Reasonable Alternatives

### 6.1 Introduction

- 6.1.1 This section provides a summary of the findings of the SEA of the LTP4 Core Document (May 2024). It includes a summary of suggested mitigation/enhancement measures to be added to the LTP4 Core Document. A summary appraisal of reasonable alternatives considered at this stage of the Core Document's development is also included.
- 6.1.2 The LTP4 Core Document continued to be developed during the completion of the Draft Environment Report. As a result of this, there were variations between the Vision and Core Policies that went to consultation within the LTP4 Core Document (Consultation Draft), and those that were assessed that within the Draft Environmental Report.
- 6.1.3 Table 6-1 details the previous versions of those components of the LTP4 Core Document that were subject to assessment as part of the Draft Environmental Report, alongside the iterations that were included within the Draft LTP4 Core Document.
- 6.1.4 The detailed appraisal matrices for the Draft LTP4 Core Document (May 2024) are presented in Appendix C.

**Table 6-1 Vision and Core Policies Assessed within the Draft Environmental Report subject to consultation in comparison to versions included within the Draft LTP4 Core Document.**

	<b>Draft LTP4 Core Document (May 2024)</b>	<b>LTP4 Core Document (Consultation Draft)</b>
Vision	"Delivering a safe, connected, efficient, resilient, and well-maintained transport network to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment"	"Delivering a safe and connected transport network which is resilient and well-managed to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment"
Core Policy 1	"Ensure that all our transport interventions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities."	"Ensure that all our transport solutions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities."
Core Policy 2	"Delivering a safe, accessible, connected, efficient, well maintained	"Delivering a safe, accessible, connected and resilient transport

	<b>Draft LTP4 Core Document (May 2024)</b>	<b>LTP4 Core Document (Consultation Draft)</b>
	and resilient transport network which enables our communities to travel easily to access jobs, education, services, and social amenities. Whilst enabling the efficient movement and delivery of goods to support the local, regional and national economies."	network that is well managed and enables communities to access jobs education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets."
Core Policy 3	"Enabling travel choice to all of our communities that meets their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment."	"Enabling travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment."
Core Policy 4	"Work collaboratively to develop innovative transport related solutions that actively seeks to reduce our impact on the environment and enables and supports economic growth."	"Work collaboratively to identify and develop innovative transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities."
Core Policy 5	"Embrace innovation and collaboration, which enables us to decarbonise transport and associated infrastructure to benefit the environment, enhance its resilience, and promote the health & wellbeing of our communities."	"Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, whilst benefiting the environment and promoting the health and wellbeing of our communities."
Core Policy 6	"Utilise data, monitoring and evaluation of our transport solutions to provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities."	"Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities."

## 6.2 Assessment of Core Policy 1 including the Vision

### Summary

6.2.1 'Core Policy 1: Delivering the Vision' is focused on ensuring that transport 'interventions' accord with the five core themes underpinning LTP4, all while considering government policy to achieve an overall benefit for Leicestershire's communities. The Vision itself relates to the delivery of a safe, connected, efficient, resilient, and well-maintained transport network which supports the ambitions and health of Leicestershire's communities, delivering economic prosperity, all while safeguarding the environment. The majority of Objectives achieve minor positive scores, with two achieving major positive in the long term, and two assigned neutral alignment. Where there has been limitation in achieving a higher grade of alignment, this has generally been in relation to a lack of specific reference to 'enhancement'. For those SEA Topics and the associated Objectives which relate to the natural and built environment, the 'Protecting Our Environment' Core Theme underpins the approach of the Policy. The Core Theme does not go as far as to encourage enhancements and means the corresponding Objectives are unlikely to deliver on those Guide Questions relating to improvements in the long term, meaning only minor benefits are identified. This is the same within the Vision where there is a focus on safeguarding rather than enhancement. Similarly, the Enabling Health and Wellbeing Core Theme focuses on minimising impact, rather than encouraging the betterment of community health and wellbeing through transport-related interventions with a long term focus. In the same way, the Vision concerns the 'support' of health, as opposed to protection and enhancement. Objectives in relation to the minimisation of carbon emissions, and the protection of the function and usage of material assets achieve significant positive alignment in the long term. The Vision in particular explicitly references a connected, efficient, resilient, and well-maintained transport network. For Objectives in relation to the promotion of alternative modes of travel, and the minimisation of waste, both are assigned neutral alignment as they are not specifically addressed and can only be inferred.

### Proposed Mitigation / Enhancement Recommendations

6.2.2 To Improve Core Policy 1 and the Vision, to benefit those SEA Topics and associated Objectives which relate to the natural and built environment, inclusion of 'enhancement' alongside existing reference to 'protection' could be added where possible. For the Objective to protect and enhance human health and wellbeing, reference could be added in either the Policy, Core Themes or Vision to the community benefits the transport network can deliver. While resilience was covered generally, specific reference in relation to climate change could be added. Given that large proportions of the population live in rural parts of Leicestershire,

in particular the elderly, improved emphasis on the enhancement of transport connectivity and accessibility could be added.

## Assessment of Reasonable Alternatives

6.2.3 The following reasonable alternatives were proposed by LCC. Table 6-1 identifies the alternative, the appraisal findings and the reasons for including the alternative text or otherwise from LCC.

Table 6-2 Appraisal Summary of Reasonable Alternatives to Core Policy 1 and Vision

Alternative Text	Appraisal Findings	LCC Justification
<p>Alternative Vision 1</p> <p>"Our communities will be supported by a well-connected, safe, efficient and resilient transport network which actively supports and safeguards their health, wellbeing and the environment in which we can live our best lives."</p>	<p>The key difference between this and the preferred option is the focus on the word supporting rather than delivering. This is seen as less active and less likely to result in the benefits the LTP is trying to achieve. As such a number of the positive scores referenced in the assessment of Core Policy 1 would be watered down. In particular, there is no reference to economic prosperity in this option which would result in a more limited performance against the Human Health and wellbeing SEA Objective compared with the Core Policy 1 which references the preferred Vision. The text refers to actively supporting and safeguarding health, wellbeing and the environment. This is considered to be more proactive and stronger text than the preferred vision through the term 'actively support' which could be inferred as enhancement.</p>	<p>Discounted because focused on supporting rather than delivering to support and enable.</p>
<p>Preferred Vision</p>	<p>See findings of preferred option.</p>	<p>Preferred option as sets out the vision to deliver for communities and ties into the key themes together into the vision.</p>
<p>Alternative Vision 2a</p> <p>"Delivering a safe, connected, efficient</p>	<p>This option also performs more strongly against the environmental SEA Objectives as it is specific about delivering</p>	<p>Discounted due to focus on 'enhancing our environment' which is not the role of the LTP and would be delivered through</p>

Alternative Text	Appraisal Findings	LCC Justification
<p>and resilient transport network to support the ambitions and health of our communities, deliver economic prosperity whilst enhancing our environment.”</p>	<p>environmental enhancements. It is considered that enhancement is not the role of the LTP and these are better suited to the Environment Strategy. However, it could be argued that the transport network has a key part to play in helping to deliver environmental benefits and as such plays an important supporting role alongside the Environment Strategy. In other respects it is similar to the preferred vision.</p>	<p>the environment strategy. However, it is noted through Core Themes and Policies this can be addressed.</p>
<p>Alternative Policy “Ensure that all our transport interventions accord with the five core themes to deliver our vision for transport with regard to government policy for the benefit of our communities.”</p>	<p>The key difference between this alternative and the preferred option, is the use of the word 'intervention' instead of 'solution'. Regarding the SEA Framework, there is no discernible difference in terms of the potential environmental effects of this wording choice. However, it is understood that as a policy, the alternative choice of wording may suggest an existing problem where there is none. This is true in some cases, however, the county does experience transport-related issues which need to be both addressed and where possible enhanced.</p>	<p>Discounted as interventions sounds like actions are needed to correct problems, when not everything is a problem, and it may be enhancing existing good practice, or replicating success.</p>
<p>Preferred Policy</p>	<p>See findings of preferred option.</p>	<p>Preferred the wording and uses of measures by hard and soft tools and solutions.  Ensures commitment to all the five core themes.</p>

## 6.3 Assessment of Core Policy 2

### Summary

6.3.1 'Core Policy 2: Meeting Demand' relates to the delivery a 'safe, accessible, connected, efficient, well maintained and resilient' transport network which both enables communities to travel easily to access jobs, education, services, and social amenities, and sees the enabling of efficient movement and delivery of goods to support the local, regional, and national economies. Due to the Policy's focus, seven SEA objectives are assigned neutral alignment as they are not explicitly addressed. This primarily relates to those SEA Topics and the associated Objectives that relate to the natural and built environment which are addressed elsewhere. For the Objective to protect and enhance human health and wellbeing, the Policy indirectly aligns through the provision of a safe, accessible, connected, efficient, well maintained, and resilient' transport network. The reference to being able to travel easily to services and social amenities further supports this. There is however a lack of focus towards enhancement, though it is acknowledged this Objective is addressed more directly in other Policies. This is combined with the fact that it is not made explicit that provisions are enabled for *all* communities, preventing a greater performance in relation to the Objective Guide Questions.

### Proposed Mitigation / Enhancement Recommendations

6.3.2 To improve Core Policy 2, it could be made specific that the transport network is enabling to 'all' communities in terms of providing easy access to jobs, education, services, and social amenities. By referencing the delivery of a 'well' connected transport network, the Policy would align closer to the SEA Objective in relation to the protection and enhancement of accessibility and connectivity. For those SEA Topics and the associated Objectives which relate to the natural and built environment, no specific recommendations are made. It is recognised that this is not the primary function of the Policy and that these Objectives and corresponding Guide Questions are addressed elsewhere.

### Assessment of Reasonable Alternatives

6.3.3 The following reasonable alternatives were proposed by LCC. Table 6-2 identifies the alternative, the appraisal findings and the reasons for including the alternative text or otherwise from LCC.

Table 6-3 Appraisal Summary of Reasonable Alternatives to Core Policy 2

Alternative Text	Appraisal Findings	LCC Justification
Alternative Policy "Delivering an accessible, connected, efficient and resilient	One alternative was considered in addition to the preferred option. The key difference between the alternative option	Discounted due to not covering the movement of good, the alternative option solely focusing on community travel. The

Alternative Text	Appraisal Findings	LCC Justification
transport network which enables our communities to travel easily to access jobs, education, services, and facilities."	and the preferred Policy is the lack of specific link to the consideration of the movement of goods when delivering transport solutions. This is particularly relevant given the benefits the transport network provides to Leicestershire's major freight and logistics sector. The alternate option also does not make explicit the delivery of a 'safe' transport network. The absence of both of these factors would likely result in a more limited performance against the Human Health and wellbeing SEA Objective in particular.	alternative Policy does not meet the need to link into the benefit provided to the wider economy and freight and logistics. 'Well-maintained' is not included as an additional commitment.
Preferred Policy	See findings of preferred option.	Preferred option due to incorporating the movement of goods, ultimately providing a wider link to the economy and freight and logistics. 'Well maintained' is accommodated into this Policy option.

## 6.4 Assessment of Core Policy 3

### Summary

- 6.4.1 'Core Policy 3: Enabling Travel Choice' focuses on the enabling of travel choice to all communities in Leicestershire while meeting their unique needs and ensuring their safety all while promoting health and wellbeing and protecting the environment. A single Objective is assigned neutral alignment, to ensure resilience to climate change, though it is acknowledged this is not the principle focus of the Policy, with it addressed directly elsewhere. For all other Objectives, there is at least minor positive alignment. The Objective to protect and enhance human health and wellbeing is assigned significant positive alignment due framing an emphasis on active promotion and safety. For those SEA Topics and the associated Objectives that relate to the natural and built environment, by specifically referencing protection, the Policy indirectly aligns. It does not however encourage enhancement, though it is recognised not to be the primary focus of the Policy. For the Objective in relation to the promotion of alternative modes of travel, including active travel, the Policy indirectly aligns. The Policy may be too passive in

simply 'enabling' travel choice as opposed to any active promotion and lacking specific reference to active travel.

## Proposed Mitigation / Enhancement Recommendations

- 6.4.2 To Improve Core Policy 3, particularly for those SEA Topics and the associated Objectives that relate to the built and natural environment, reference could be added to either 'betterment' or 'enhancement' rather than solely protecting. To ensure the Policy is not too passive and that the Objective in relation to the promotion of alternative models of travel is achieved, enabling of choice could be reframed to an active promotion, with specific reference to active travel provided in either the Policy or Core Themes.

## Assessment of Reasonable Alternatives

- 6.4.3 The following reasonable alternatives were proposed by LCC. Table 6-3 identifies the alternative, the appraisal findings and the reasons for including the alternative text or otherwise from LCC.

Table 6-4 Appraisal Summary of Reasonable Alternatives to Core Policy 3

Alternative Text	Appraisal Findings	LCC Justification
<p>First Alternative Policy</p> <p>"Enabling modal choice to our communities that meets their unique travel needs across the county, which ensures their safety whilst promoting health &amp; wellbeing and protecting the environment."</p>	<p>The key differences between this alternative Policy and the preferred option, are the focus on 'modal choice' over 'travel choice', as well as the omission of specifying choice in relation to all communities. It is considered that modal choice frames choice around one key mode which is described as not practical. In relation to the SEA Framework, it is observed that this framing would have less of an environmental impact than the preferred choice, as modal infers a preference towards active travel alternatives. In this way, this alternative Policy would perform better in relation to alignment with the SEA Objectives. Despite this, without including for all communities as the preferred option does, the alternative Policy would lead to a</p>	<p>Discounted due to reservation that 'modal choice' would frame the Policy to offer a singular travel option. This was not seen to be practical.</p>

Alternative Text	Appraisal Findings	LCC Justification
	more limited performance across the SEA Objectives.	
<p>Second Alternative Policy</p> <p>"Enabling travel choice to all of our communities that meets their unique needs which ensures their safety whilst promoting health &amp; wellbeing and enhance and recover the environment."</p>	<p>The key difference between this alternative and the preferred option is reference to enhancement and recovery of the environment in place the preferred Policy's sole mention of protection. It is considered by LCC that enhancement and recovery would be outside the remit of the LTP with the view that some transport solutions will impact the environment. While considered an honourable aspiration, LCC believe LTP4 should adopt a strategy to ensure zero harm, instead indirectly enabling enhancement and recovery through the supporting of other national and regional environmental strategies. In relation to the SEA Framework however, this alternative performs better than the preferred option. It is argued that the transport network can still directly enhance and recover the environment, albeit where feasible and that the LTP4 should include reference, either in the Vision or Core Themes, as appropriate, to the need to 'support where possible' the enhancement of the built and natural environment in addition to protecting it.</p>	<p>Discounted as not seen as specific role to enhance and recover the environment. It was acknowledged that some transport solutions will unavoidably impact the environment. The view was instead taken to seek to accord to guidance and ensure nil detriment as a minimum. Whilst it was seen as an honourable aspiration it was not considered suitable for inclusion in this Policy. It was instead considered to be delivered through specific environmental policy and associated strategies which the LTP could support.</p>
Preferred Policy	See findings of preferred option.	Preferred option as 'travel choice' is seen to provide more option to in terms of facilitating the differing unique needs of Leicestershire's communities.

## 6.5 Assessment of Core Policy 4

### Summary

6.5.1 'Core Policy 4: Delivering Solutions' relates to the collaborative development of innovative transport related solutions that actively seek to reduce impact on the environment and enable and support economic growth. The majority of SEA Objectives are assigned minor positive alignment, with the exception of three that are neutral. For those Objectives with neutral alignment, namely those in relation to the promotion of alternative modes of transport, resilience to climate change, and the protection of the function and usage of material assets, they are not considered the principle focus of the Policy and see coverage elsewhere. Objectives in relation to the built and natural environment primarily see direct and indirect alignment due to the Policy outlining an active reduction of impact in relation to the environment. The lack of reference to enhancement or environmental betterment prevents any significant positive alignment. The SEA Objectives to protect and enhance human health and wellbeing, and to protect and enhance accessibility and connectivity are assigned an indirect minor positive alignment. Though not certain, it can be inferred that these Objectives would indirectly benefit from the supporting of economic growth.

### Proposed Mitigation / Enhancement Recommendations

6.5.2 For Core Policy 4, for those SEA Topics and their associated Objectives that relate to the natural and built environment, there could be improvement through refocusing the emphasis on the reduction of impact towards protection and enhancement. There is the potential for economic growth to infer growth or change to pressure in relation to infrastructure development in and around the natural and built environment. To ensure SEA objectives are safeguarded, there could be reference added to 'sustainable' economic growth where possible. Furthermore, the enabling and support of 'community benefit' could be added alongside economic growth to uphold the Objectives to protect and enhance human health and wellbeing, to reduce levels of crime and fear of crime, and to protect and enhance accessibility and connectivity.

### Assessment of Reasonable Alternatives

6.5.3 The following reasonable alternatives were proposed by LCC. Table 6-4 identifies the alternative, the appraisal findings and the reasons for including the alternative text or otherwise from LCC.

Table 6-5 Appraisal Summary of Reasonable Alternatives to Core Policy 4

Alternative Text	Appraisal Findings	LCC Justification
<p>Alternative Policy</p> <p>"Developing innovative transport and transport related infrastructure that actively seeks to reduce our impact on the environment and supports economic growth."</p>	<p>The single alternative Policy does not include working collaboratively to development innovative transport related solutions, omitting reference to the role of engagement key stakeholders and communities during development. This neglects the primary role public, statutory and non-statutory engagement plays in enhancing decision making during transport development, ultimately leading to worse performance against all SEA Objectives. The alternative option solely 'supports' economic growth, as opposed to also enabling it. This leads to more limited performance against SEA Objectives.</p>	<p>Discounted as uncertainty as to how this would be delivered effectively without the consideration of collaborative working, including with key stakeholders and authorities, as well as community engagement.</p>
<p>Preferred Policy</p>	<p>See findings of preferred option.</p>	<p>Preferred option accommodates collaborative working which would include for key stakeholders, partners, and communities in the development of transport solutions. Reference is made to 'transport solutions' for consistency across Policies.</p>

## 6.6 Assessment of Core Policy 5

### Summary

- 6.6.1 'Core Policy 5: Embracing Innovation' relates to the embracing of innovation and collaboration to enable the decarbonisation of transport and associated infrastructure to benefit the environment, enhance its resilience, while promoting the health and wellbeing of Leicestershire's communities. Though two Objectives are observed as neutral, the rest are either assigned significant positive and / or minor positive alignment with medium certainty. Through specific reference to the enabling of 'benefit', the Policy directly and indirectly aligns with those SEA Topics and associated Objectives which relate to the natural and built environment. For Objectives in relation to the minimisation of carbon emissions, and the protection

of the function and usage of material assets, this significant positive alignment is observed as early as the medium term. There is no specific reference to accessibility and connectivity, and waste and thus neutral alignment with those Objectives, though it is recognised this is not the purpose of this Policy.

### Proposed Mitigation / Enhancement Recommendations

- 6.6.2 Overall Core Policy 5 performs well in its function, only marginal changes suggested. It could be specified that the promotion of the health and wellbeing is for 'all' of Leicestershire's communities. This would prevent any unintended exclusions, broadening the scope of those residents that could directly benefit. Though there is reference to the promotion of health and wellbeing, this could go further and outline enhancement.

### Assessment of Reasonable Alternatives

- 6.6.3 The following reasonable alternatives were proposed by LCC. Table 6-5 identifies the alternative, the appraisal findings and the reasons for including the alternative text or otherwise from LCC.

Table 6-6 Appraisal Summary of Reasonable Alternatives to Core Policy 5

Alternative Text	Appraisal Findings	LCC Justification
Alternative Policy "Embrace innovation which enables us to decarbonise transport to benefit the environment, enhance its resilience, and promote the health & wellbeing of our communities."	A single alternative was considered in addition to the preferred Policy. The alternative Policy does not include for the embracing of 'collaboration' alongside innovation when enabling the decarbonisation of transport. This leads to a weaker performance against the SEA Objectives, as through embracing collaboration, public, statutory, and non-statutory stakeholders are more embedded within decision making in relation to the decarbonisation of the transport network. The extent of enabled decarbonisation is smaller within the alternative Policy, not including for 'associated infrastructure' as the preferred Policy does. The smaller scope would lead to less of an environmental benefit across the	Discounted due to not accommodating collaboration into the Policy which could facilitate innovation that could come from partners or stakeholders. The need to work with the private sector, notably freight and logistics to gain buy in to new innovations which could impact their fleet and operations is an example.

Alternative Text	Appraisal Findings	LCC Justification
	SEA Objectives and a more limited performance.	
Preferred Policy	See findings of preferred option.	Preferred option due to being revised to incorporate collaborative working. Associated infrastructure is referenced which broadens the extent of decarbonisation, including digital networks. This addition can also be utilised to benefit additional tools such as biodiversity and habitat retention.

## 6.7 Assessment of Core Policy 6

### Summary

6.7.1 'Core Policy 6: Evaluating Progress' is focused on ensuring that the utilisation of data, monitoring and evaluation of transport solutions provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact Leicestershire's communities. For all Objectives, the Policy at least partially and indirectly aligns. It is inferred, albeit with a degree of uncertainty, that each given SEA Topic and its associated Objectives are facilitated within the broad grouping of 'changes and challenges which impact our communities'. From this basis, with a low certainty, the utilisation of data, monitoring and evaluation could provide a flexible approach through policy development, technology, and innovation to reach at least an overall minor benefit for all Objectives. With this considered, the Policy was assigned minor positive alignment across all of the SEA Objectives.

### Proposed Mitigation / Enhancement Recommendations

6.7.2 In terms of improvement, regarding the SEA Topics and their associated Objectives that relate to the natural and built environment, the Policy could be improved through explicitly referencing the environment as one of and / or in relation to the 'changes and challenges' that will be addressed. Where possible, focus could relate to active benefit and resolution, including protection and enhancement which was not specifically referenced, rather than the rudimentary 'address' of changes and challenges. It should also be outlined that those changes and challenges to be addressed are those faced by all of Leicestershire's communities.

## Assessment of Reasonable Alternatives

6.7.3 The following reasonable alternatives were proposed by LCC. Table 6-6 identifies the alternative, the appraisal findings and the reasons for including the alternative text or otherwise from LCC.

Table 6-7 Appraisal Summary of Reasonable Alternatives to Core Policy 6

Alternative Text	Appraisal Findings	LCC Justification
Alternative Policy "Utilise data, monitoring and evaluation of our transport interventions solutions to provide a flexible approach to policy development and innovation to address changes and challenges which impact our communities."	There is minimal variation between the single proposed alternative and the preferred option for Core Policy 6. The alternative Policy references utilising data, monitoring, and evolution of transport solution to provide a flexible approach to policy development and innovation, but not 'technology' as the preferred policy specifies. In spite of the partial difference, the alternative Policy would have a more limited performance in relation to the SEA Objectives. In the preferred Policy, innovation is paired with new technology, allowing for transport systems to potentially make use of more efficient and less environmentally harmful solutions.	Discounted due to a lack of reference to technology which is being moved forward in substantially. May not provide ability to address changes to the requirements and standards from central government.
Preferred Policy	See findings of preferred option.	Preferred option as technology has been incorporated directly into the Policy.

## 7 Assessment of the LTP4 Core Document (Consultation Draft)

### 7.1 Introduction

- 7.1.1 The following section provides a summary of assessment findings for the LTP4 Core Document (Consultation Draft). The detailed appraisal matrices which have informed this assessment are presented in Appendix D.
- 7.1.2 It is acknowledged that each Core Policy serves a different purpose and that not all SEA Objectives will reach the highest degree of alignment if they have been addressed elsewhere in the Core Document. The assessment of the Vision and each Core Policy should be considered against the in-combination effect of the LTP4 Core Document outlined within Section 7.8.

### 7.2 Assessment of Core Policy 1 Including the Vision

- 7.2.1 'Core Policy 1: Delivering the Vision' is focused on ensuring transport solutions within Leicestershire accord with the five Core Themes that underpin the LTP4 Core Document, while considering broader national policy that enables community benefit. This is all while ensuring the Core Document Vision is delivered to provide a safe, connected, resilient well-maintained transport network which is able to deliver economic prosperity, safeguard the environment, and support the ambitions and health of Leicestershire's communities.
- 7.2.2 Two SEA Objectives are allocated neutral alignment, two achieve significant positive in the long term, with the remaining assigned minor positive alignment. The SEA Objectives in relation to waste minimisation and the promotion to alternative modes of transport are assigned neutral alignment due to a lack of direct reference within the Vision or Core Policies themselves. While the Enhancing Our Transport Network's Resilience Core Theme statement references the enabling of travel choice, there is a lack of reference to active promotion, or to sustainable transport solutions such as active travel. It is however, acknowledged this SEA Objective is addressed elsewhere in the LTP4 Core Document. For those SEA Objectives in relation to the natural and built environment, minor positive alignment is assigned due to the inclusion of environmental 'safeguarding' but lack of direct reference within the Core Policy itself to *enhancement*. It is noted however within the Protecting the Environment Core Theme statement that where possible, environmental benefit will be provided. For those SEA Objectives in relation to health and wellbeing, despite indirect benefit from reference to economic prosperity, the focus on 'support' instead of *enhancement* within the Vision and Core Policy means alignment is assigned as minor positive. It is noted however

within the Enabling Health and Wellbeing Core Theme statement that health and wellbeing benefit will be facilitated by transport solutions. Direct reference to the protection of the function and usage of material assets means the associated SEA Objective is allocated significant positive alignment in the long term. The Vision explicitly references a connected, resilient, and well-maintained transport network.

### 7.3 Assessment of Core Policy 2

- 7.3.1 'Core Policy 2: Managing Demand' concerns the management of a resilient transport network which is safe, accessible and connected all while enabling communities to access jobs, education and services. The transport network should also enable efficient movement and the delivery of goods to support Leicestershire's local economy as well as national and international markets.
- 7.3.2 Two SEA Objectives are allocated neutral alignment, two achieve significant positive in the long term, with the remaining assigned minor positive alignment. The SEA Objectives in relation to waste minimisation and the promotion to alternative modes of transport are assigned neutral alignment due to a lack of direct reference within the Vision or Core Policies themselves. While the Enhancing Our Transport Network's Resilience Core Theme statement references the enabling of travel choice, there is a lack of reference to active promotion, or to sustainable transport solutions such as active travel. It is however acknowledged this SEA Objective is addressed elsewhere in the LTP4 Core Document. For those SEA Objectives in relation to the natural and built environment, minor positive alignment is assigned due to the inclusion of environmental 'safeguarding' but lack of direct reference within the Core Policy itself to *enhancement*. It is noted however, within the Protecting the Environment Core Theme statement that where possible, environmental benefit will be provided. For those SEA Objectives in relation to health and wellbeing, despite indirect benefit from reference to economic prosperity, the focus on 'support' instead of *enhancement* within the Vision and Core Policy means alignment is assigned as minor positive. It is noted however, within the Enabling Health and Wellbeing Core Theme statement that health and wellbeing benefit will be facilitated by transport solutions. Direct reference to the protection of the function and usage of material assets means the associated SEA Objective is allocated significant positive alignment in the long term. The Vision explicitly references a connected, resilient, and well-maintained transport network.

### 7.4 Assessment of Core Policy 3

- 7.4.1 'Core Policy 3: Enabling Travel Choice' addresses the role of Leicestershire's transport network in enabling travel choice while reflecting community's unique

needs which enables safety while protecting the environment and promoting health and wellbeing.

- 7.4.2 The SEA Objective in relation to climate change resilience is the only to be assigned neutral alignment. For all other objectives there is minor positive alignment as a minimum. In regard to health and wellbeing, the SEA Objective is assigned significant positive alignment in both the medium and long term through reference to active promotion and transport choice that accounts for the unique needs of all of Leicestershire's communities. The Core Policy references environmental protection, but does not go as far to encourage enhancement, hence the assignment of minor positive alignment for the SEA Topics and corresponding Objectives relating to the built and natural environment. The same alignment is assigned to those SEA Objectives associated with the promotion of alternative modes of travel, and the minimisation of carbon emissions, as while travel choice is enabled, there is a lack of reference to the promotion of sustainable methods of travel, including active travel.

## 7.5 Assessment of Core Policy 4

- 7.5.1 'Core Policy 4: Delivering Solutions' addresses the identification and development of transport solutions through collaborative working, which improve users' experiences, provide good value for money, and benefit the environment and health and well-being of Leicestershire's communities.
- 7.5.2 Eight SEA Objectives are assigned significant positive alignment in the long term, the Objective in relation to climate change resilience assigned neutral alignment, and the rest minor positive. Through directly referencing the provision of environmental benefit, despite not directly referencing the natural and built environment including biodiversity and the historic and cultural environmental, the Core Policy supports indirect benefits anticipated to be more greatly realised in the long term to associated SEA Topics. The SEA Objective in relation to the protection and enhancement of human health and wellbeing is assigned significant positive alignment in both the medium and long term through the facilitation innovative transport related solutions, improvement to network users' experiences, and health and wellbeing benefit.

## 7.6 Assessment of Core Policy 5

- 7.6.1 'Core Policy 5: Embracing Innovation' relates to the embracing of innovation and collaboration to enable the decarbonisation of transport and associated infrastructure to benefit the environment, enhance its resilience, while promoting the health and wellbeing of Leicestershire's communities.

7.6.2 12 of the 14 total SEA Objectives are assigned long term significant positive alignment, with three of which also assigned the highest alignment in the medium term. The SEA Objectives in relation to the minimisation of carbon emissions, the ensuring of resilience in relation to climate change, and the protection of function and usage of material assets are all assigned significant positive alignment in both the medium and long term due to explicit reference to climate change adaption, the ensuring of a resilient transport network, and environmental benefit. SEA Topics in relation to the natural and built environment also benefit from direct reference to environment benefit and are similarly assigned significant positive alignment in the long term. Objectives in relation to the SEA Topic of in Population and Human Health are assigned significant positive alignment in the long term as a result of the direct provision of health and wellbeing benefit within the Core Policy. The SEA Objective in relation to the minimisation of waste generation and support of re-use and recycling is assigned indirect minor positive alignment as although it benefits from the enabling of environmental benefit and adaption to climate change, there is no specific reference to waste.

## 7.7 Assessment of Core Policy 6

7.7.1 'Core Policy 6: Evaluating Progress' is focused on ensuring that the utilisation of data, monitoring and evaluation of transport solutions provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact Leicestershire's communities.

All SEA Objectives are assigned minor positive alignment, albeit varying between direct and indirectly and with a low certainty, within the short medium and long term. The Core Policy indirectly aligns with all SEA Objectives as it inferred, with a degree of uncertainty, that they each considered as changes and challenges facing Leicestershire to 'address' through the utilisation of data and monitoring and evaluation of transport solutions. It is however recognised that the role of Core Policy 6 is to be broad in scope, with coverage for each SEA Objective provided elsewhere within the Core Policies, Vision and wider LTP4 Core Document.

## 7.8 Cumulative Effects Assessment

7.8.1 Table 7-1 below provides an account of the predicted effects of the Core Document policies and vision as a whole. Whilst many of the potential impacts will be subject to implementation and in turn the specific impacts of new transport development, it is possible to identify how the general messages of applying the Core Document as a whole could affect the environment. These are in-combination effects.

7.8.2 The analysis below includes a summary overview of potential impacts on each SEA Objective. It also includes reference to other key plans and programmes that could

result in cumulative effects with the LTP4. The following strategic plans for the county have been identified as sources of proposed development and potential impact both adverse and beneficial:

- Local Plans for each of the districts in Leicestershire and Leicester City
- The Leicestershire Highways Design Guide
- Our Communities Approach 2022 – 2026
- Leicestershire Joint Health and Wellbeing Strategy 2022 – 2032
- Environment Strategy 2018 – 2030
- Nature Recovery Plan
- Net Zero Leicestershire Strategy 2023 – 2045
- Leicester & Leicestershire 2050: Our Vision for Growth
- Leicester & Leicestershire Economic Growth Strategy 2021 – 2030
- National Planning guidance including:
  - National Planning Policy Framework (NPPF)
  - National Planning Policy Guidance (NPPG)
  - National Policy Statements (NPSs)
- National and international legislation and law governing environmental protection (see Appendix B) and the regulatory and advisory role of England's statutory environmental bodies in the planning process, namely Natural England, Historic England and the Environment Agency.

Table 7-1 Cumulative and In-Combination Effects

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
Biodiversity	<p>Biodiversity in the County is in decline. There is scope to improve its designated sites and habitats as encouraged in the Nature Recovery Plan.</p> <p>New transport infrastructure has potential to damage biodiversity directly and indirectly through land take, disturbance, and pollution if not well planned. It can also give rise to benefits, for example, through improved wildlife connectivity.</p> <p>Travel demand (freight and passenger) is anticipated to increase by roughly a third by 2041. In the absence of controls proposed in the LTP4 Core Document, this may exacerbate the trends in biodiversity decline relevant to the growing transport network. Note, however, that there are numerous other controls in</p>	<p>In addition to transport infrastructure growth and patronage, there are numerous other factors and proposals which may adversely affect biodiversity from housing and commercial development pressure, population growth, wider energy and utilities infrastructure development, farming, and climate change. Some of these originate from within the county (e.g. Local Plans, Economic growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. relating to meeting development demands from Leicester City).</p>	<p>Whilst transport and wider development proposals are encouraged in a range of strategic plans (e.g. Local Plans, the Economic Growth Strategy, nationally significant infrastructure), many of these plans also contain positive interventions and/or policy that help to encourage biodiversity improvements as part of development, e.g. through biodiversity net gain requirements or as part of specific re-wilding of nature enhancement proposals.</p> <p>A suite of strategic plans also exists to help promote biodiversity specifically (e.g. the Environment Strategy and the Nature Recovery Plan). Similarly local and national planning guidance also seeks to control environmental impacts and promote benefits</p>	<p>The LTP4 Core Document promotes the delivery of a connected and well-maintained transport network. In addition to other development proposals and pressures in the county this has potential to cause adverse impacts on biodiversity. However, the Vision and Policies in the Core Document include specific provisions for such a network to safeguard (Vision) and protect (Core Policy 3) the environment and reduce the impact upon it (Core Policy 4). Core Policy 5 seeks to use innovation and collaboration for the benefit of the environment. In this case, environment is inferred to include biodiversity and nature conservation.</p> <p>The Core Themes also seek to protect and where feasible enhance the environment.</p>

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SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>place through the planning and regulatory system that seek to protect and enhance this outside an LTP. Also note that the LTP4 Core Document does not include any specific transport projects of indication of scale at this stage.</p>		<p>in some cases where appropriate (e.g. NPPF, NPPG, NPSs).</p> <p>The role of statutory and non-statutory nature conservation bodies together with county and local council officers is also important in controlling biodiversity decline in new development.</p>	<p>These policy measures positively align with the Biodiversity SEA Objective and help to ensure that transport proposals do not impact on biodiversity. Together with wider cumulative controls, the policy framework is in place to manage the wider extent of cumulative growth in the County.</p>
<p>Population and Human Health</p>	<p>Within all districts across Leicestershire, population count, and density is increasing. Corresponding housing demand will only increase development pressure within rural areas where access improvements will be required.</p> <p>The fact a large proportion of Leicestershire’s population is aged over 60, combined with the majority of the County’s population living within rural</p>	<p>There are numerous factors and proposals which may adversely affect population and human health, namely in relation to from increased housing and commercial development pressure, environmental factors including air quality, visual amenity, noise, pollution and climate change, relative access to green space, poor diet and a growing array of stress and mental health detractors.</p>	<p>A suite of national planning policy and guidance encourages the protection and enhancement of human health and wellbeing in new development, namely NPSs, NPPF and NPPG. Specific statutory and non-statutory guidance, plans and programmes exist to support health and wellbeing, for example in relation to active travel (e.g. LCC Cycling and Walking Strategy Action Plan and Leicester and Leicestershire Strategic</p>	<p>The Vision and Core Policies include provisions to support (Vision), promote (Core Policy 3 and 5) health and wellbeing. Core Policy 4 indirectly supports the Objective through the enabling of economic growth. Core Policy 6 seeks to address challenges which impact our community, human health and wellbeing inferred to be one of them. References to safety are made within the Vision, Core Policy 2 and Core Policy 3.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>parishes means there is an increased risk of rural isolation.</p> <p>Public transport patronage is one of the lowest in the region, with car ownership increasing. There is a high reliance on travel by car or van to work, only 7.9% of the population cycling.</p> <p>The percentage of adults classed as overweight or obese in Leicestershire is significantly worse than the national average.</p> <p>There are pockets of high deprivation, measured using the Index of Multiple Deprivation (IMD) in areas of Loughborough, North West Leicestershire and Hinckley and Bosworth.</p> <p>While road casualties in the County are comparatively low in comparison to the wider East Midlands region, the rate at</p>		<p>Transport Priorities), and public health (e.g. LCC Public Health Strategy 2022-27 and Leicestershire Healthy Schools Programme). These non-statutory and statutory bodies extend their role alongside local council officers in controlling and impact in relation to health and wellbeing during the planning consent processes.</p>	<p>The LTP4 Core Document, which will underpin the wider extent of LTP4, positively aligns with the SEA Objective, helping to provide the groundwork for transport networks to contribute to the protection and enhancement of human health and wellbeing alongside existing policy frameworks.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>which pedestrians are killed or seriously injured is higher than national averages.</p> <p>In the absence of the controls proposed in the LTP4 Core Document, trends in relation to population and human health relevant to the transport network are likely to be exacerbated. There are however numerous planning and regulatory controls in place beyond the remit of an LTP that protect and enhance human health and wellbeing.</p>			
Material Assets	<p>While Leicestershire benefits from strong north-south connectivity, there is less of an emphasis on east-west movement. This is identified in the Strategic Growth Plan for Leicester and Leicestershire.</p> <p>The projected increase in road traffic means there is a continued need to address the</p>	<p>In addition to the projected increase of travel demand, numerous other factors and proposals may adversely affect material assets, namely population growth, usage of heavier EV vehicles on highways and climate change.</p>	<p>Strategic plans (including county level and district level local plans) include provisions in relation to the protection of the function and usage of material assets, so transport networks maintain connectivity and efficiency.</p> <p>The Leicestershire County Council Highways Asset</p>	<p>The Vision provides for a connected, efficient, resilient, and well-maintained transport network. This is further supported in Core Policy 1 through the facilitation of the five Core Policy Themes, one of which is centralised on 'enhancing our transport resilience'. Core Policy 2 and Core Policy 5 both reference the</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>condition and functions of highways infrastructure. LCC data between 2014-20 shows that assets where structural maintenance should be considered has increase across all road types. Those that increased the most were carriageways (unclassified roads) which doubled from 8% to 16%, and footways which saw an increase from 8.6% to 29.4%.</p> <p>Leicestershire currently has no electrified railway. While there is scope for small section to receive upgrade, this would only provide electrified services to one of the County's stations (Market Harborough).</p> <p>in the absence of controls proposed in the LTP4 Core Document, trends in relation to highways condition are likely to worsen given the project increase in travel demand. It</p>		<p>Management Strategy sets out the primary targets, methodology, budget and resources, performance management, and identification of stakeholders in relation to the assessment of highways conditions. This is supported by local council officers, statutory and non-statutory bodies such as National Highways which are responsible for the strategic road network, that support the control of development impact on the function of material assets.</p>	<p>delivery of an efficient and resilient transport network, while Core Policy 3 indirectly benefits the Objective through enabling travel choice. Core Policy 6 seeks to address challenges which impact our community, material assets inferred to be one of them.</p> <p>The LTP4 Core Document, which will underpin the wider extent of LTP4, positively aligns with the SEA Objective, helping to provide the groundwork for transport networks to contribute to the protection of the function and usage of material assets alongside existing policy frameworks.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>should be noted, however, that there are numerous other controls in place through the planning and regulatory system that seek to protect and enhance this outside an LTP.</p>			
<p>Geology and Soils</p>	<p>Due to the rural nature of Leicestershire, there is a high proportion of best and most versatile agricultural land. Demand for housing development and associated transport infrastructure, means pressure will increase to build on such land. With new transport development also comes the opportunity for beneficial impacts, namely in the regeneration and repurposing of brownfield land sites.</p> <p>In the absence of the controls proposed in the LTP4 Core Document, the transport network would likely have an increased impact on trends in</p>	<p>In addition to transport infrastructure growth and patronage, there are numerous other factors and proposals which may adversely affect geology and soils from housing and commercial development pressure, population growth, wider energy and utilities infrastructure development, farming, and climate change. Some of these originate from within the county (e.g. Local Plans, Economic growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. relating to meeting</p>	<p>Where development is encouraged through strategic plans (including County level and district level Local Plans, Strategic Growth Plan), many contain provisions to protect and enhance geology and soils. This might include the presumption for development on land of poorer quality.</p> <p>Dedicated national, regional, and local planning policy and guidance support the role of Local council officers and statutory and non-statutory bodies such as Natural England in controlling the impact of development on geology and soils.</p>	<p>The LTP4 Core Document support the delivery of transport development. This, when considering the cumulative impact from other development proposals and pressures, could have an adverse effect on geology and soils. The Vision and Core Themes however address this, providing for the safeguard (Vision) and protection (Core Policy 3) of the environment, as well as to reduce the impact upon it (Core Policy 4). Core Policy 5 seeks to use collaboration and innovation to achieve environmental betterment. In each case the environment is inferred to include geology and soils.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>relation to geology and soils, notably during development of required transport infrastructure. There are however controls in place beyond the remit of an LTP to address protection and enhancement within the planning and regulatory system.</p>	<p>development demands from Leicester City).</p>		<p>The LTP4 Core Document, which will underpin the wider extent of LTP4, positively aligns with the SEA Objective, helping to provide the groundwork for transport networks to contribute to the protection and enhancement of geology and soils alongside existing policy frameworks.</p>
<p>Water Environment</p>	<p>Leicestershire is subject to large areas of flood risk from fluvial sources and surface water. Even in best case scenarios, climate change is projected to increase this risk, with impacts likely to be felt more widely. Housing demand has the potential to increase development pressure (including for associated transport infrastructure) to build on flood plains.</p> <p>The County suffers with water quality issues, the ecological status/ potential</p>	<p>In addition to transport infrastructure growth and patronage, there are numerous other factors and proposals which may adversely affect the Water Environment within Leicestershire. This ranges between housing and commercial development pressure, population growth, wider energy and utilities infrastructure development, farming, and climate change. Some of these originate from within the county (e.g. Local</p>	<p>Though development proposal which have direct and indirect impact are proposed in strategic plans such as Local Plans (County and district scale), many also include controls to protect and enhance the water environment as part of development.</p> <p>National planning policy and guidance, including NPPF, NPPG and NPSs, seeks to control environmental impacts and introduce enhancement where possible, including in</p>	<p>The LTP4 Core Document directly promotes the development of new transport infrastructure. This has the potential to cause adverse effects on the water environment. Despite this, the Vision and Core Policies include reference for the transport network to safeguard (Vision), protection (Core Policy 3) the environment and reduce any impact upon it (Core Policy 4). Core Policy 5 seeks to use innovation and collaboration for the benefit of the environment,</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>predominantly assigned moderate, with no water bodies meeting the criteria for achieving good chemical status. The County's sole Special Area of Conservation (SAC), the River Mease, is failing to meet water quality targets necessary to achieve favourable condition and conservation status.</p> <p>Where not effectively planned, new transport infrastructure has the potential to increase flood risk and damage water quality directly and indirectly. Existing networks, during either operation and maintenance, can also have direct or indirect impacts. Overflows from the transport network can have a significant impact on water quality.</p> <p>In the absence of the controls within the LTP4 Core Document, when considering</p>	<p>Plans, Economic growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. relating to meeting development demands from Leicester City).</p>	<p>relation to flood risk and water quality. Controls are also detailed within various management plans at regional level, (e.g., Humber River Basin Management Plan (RBMP)), county level (Local Flood Risk Management Strategy for Leicestershire), and district level (e.g. Melton Borough Council Strategic Flood Risk Assessment). There may also be strategies for individual watercourses (e.g. River Soar &amp; Grand Union Canal Partnership Strategy).</p> <p>LCC as Lead Local Flood Authority have produced a suite of reports, as required by the Formal Flood Investigations Policy, which assesses issues found, necessary actions, and potential mitigation in response to flooding incidents across the County. The Asset</p>	<p>inferring the inclusion of the water environment.</p> <p>The LTP4 Core Document positively aligns with the Water Environment SEA Objective, supporting the existing policy framework to address the increasing risk of flood risk and poor water quality. At this phase of LTP4's development, the Policies and Vision provide the grounds from which to prevent the transport network having an adverse impact on the water environment.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>the projected increase in travel demand the trends in relation to flood risk and water quality are likely to exacerbated. There are however other controls in place through the planning and regulatory systems which seek to protect and enhance the water environment and reduce risk of flooding outside of the remit of the LTP.</p>		<p>Register and Record Policy and Ordinary Watercourse Regulation and Culvert Policy further support the duties of Lead Local Flood Authority.</p> <p>Where there is new development, statutory and non-statutory bodies work alongside specialist local council officers in controlling impact on flood risk and water quality and resources.</p>	
Air Quality	<p>Transport emissions are cited as the reason for the introduction of the majority of Leicestershire’s 11 AQMAs (Air Quality Management Areas). Given the projected growth in travel demand, including the increase of vehicular traffic, there is likely to be an increase in particulate matter emissions from transport network operation.</p>	<p>In addition to infrastructure growth and patronage, there are numerous other factors and proposals in relation to transport which may adversely affect air quality. This ranges between housing and commercial development pressure, population growth, wider energy and utilities infrastructure development and farming. Some of these</p>	<p>A suite of national legislation and guidance exists in relation to air quality, namely the air quality Strategy Framework for local authority delivery, UK plan for tackling roadside nitrogen dioxide (NO2) concentrations and Public Health England’s review of interventions to improve outdoor air quality and public health.</p>	<p>The LTP4 Core Document directly promotes the development of new transport infrastructure which has the potential to cause adverse effects on air quality. Despite this, the Vision and Core Policies include reference for the transport network to safeguard (Vision), protection (Core Policy 3) the environment and reduce any impact upon it (Core Policy</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>The construction of new transport infrastructure has the potential to have an adverse impact on air quality if protection and / or mitigation is not effectively planned. Equally development can provide benefits, for example, through traffic calming measures or the prioritisation of walking, cycling and other low carbon transport modes.</p> <p>In the absence of controls set out in the LTP4 Core Document, there is the potential for those trends in relation to air quality to worsen. It should be noted however that there are numerous other planning and regulatory controls in place to protect and enhance air quality beyond the remit of an LTP.</p>	<p>originate from within the county (e.g. Local Plans, Economic Growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. namely in relation to Leicester City).</p>	<p>For each local authority district within the LCC administrative boundary, air quality strategies are to be produced. These are to be used in conjunction with corresponding district Local Plans. Council officers and non-statutory and statutory bodies further control and protect air quality when assessing new development.</p>	<p>4). Core Policy 5 seeks to use innovation and collaboration for the benefit of the environment, inferring the inclusion of air quality.</p> <p>Air quality is also indirectly addressed through reference to human health and wellbeing, both enabled (Vision) and promoted (Core Policy 3 and 5). Core Policy 6 seeks to address challenges which impact our community, air quality inferred to be one of them.</p> <p>The LTP4 Core Document therefore positively aligns with the SEA Objective in relation to Air Quality, together with the existing policy framework, contributing to its promotion and enhancement.</p>
Climate Change	Carbon emissions are proportionally high when compared with other counties,	In addition to infrastructure growth and patronage, there are numerous other factors	As well as national legislation and controls, since declaring a climate emergency in 2021,	The LTP4 Core Document promotes the delivery of a connected and well-maintained

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>38% of Leicestershire’s emissions coming from the sector in 2021. If not addressed, emissions are anticipated to increase given the projected increase of travel demand (freight and passenger) by roughly a third by 2041.</p> <p>Even within best case scenarios, climate change and average conditions are projected to change in terms of a rise in average temperatures, wetter winters, and drier summers. With this comes an increase in the frequency and intensity of major weather events, including extreme rainfall and flood, as well as the frequency and severity of heatwaves. As a rural county, Leicestershire’s emissions and vulnerability to climate change are heightened, for example by greater need for travel and</p>	<p>and proposals in relation to transport which may adversely affect climate change. This ranges between housing and commercial development pressure, population growth, wider energy and utilities infrastructure development and farming. Some of these originate from within the county (e.g. Local Plans, Economic Growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. namely in relation to Leicester City).</p>	<p>LCC has produced a suite of climate change policy and guidance. This includes, the Net Zero Leicestershire Strategy 2023-2045 and the Net Zero Action Plan 2023-2027, as well as the Leicestershire Climate and Nature Pact. These seek to support LCC in achieving the targets to be a net zero council by 2030 and to become a net zero county by 2045 or before.</p>	<p>transport network. In addition to other development proposals and pressures in the County this has the potential to exacerbate adverse impacts as a result of climate change. Within the Vision and Policies in the Core Document include specific provisions for such a network to safeguard (Vision) and protect (Core Policy 3) the environment and reduce the impact upon it (Core Policy 4). This indirectly benefits Objectives in relation to climate change.</p> <p>There is, however, an indirect beneficial impact through delivering a resilient and well-managed network (Policy 2) in relation to resilience to climate change. This is despite the fact resilience in relation to climate change is not specifically referenced.</p> <p>The LTP4 Core Document provides provision for the</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>high levels of agricultural land use. There comes a requirement for the transport network to prepare through resilience measures in design and management, as well as through the use of nature-based solutions.</p> <p>There is a need for additional Electric Vehicle (EV) infrastructure to support the transition from petrol and diesel vehicles to ensure the transport network facilitates sustainable modes of travel. While the growth rate of individual EV charging points is above the national rate, the rate below the current rate per 100,000 population is below.</p> <p>Without those controls to underpin strategy in relation to transport within the LTP4 Core Document, impacts from climate change are likely to be more substantial. It should be</p>			<p>decarbonisation of transport and associated infrastructure through the embrace of collaboration and innovation (Policy 5). Given the proportion of County emissions from the transport sector, as well as the need for additional EV infrastructure, alongside wider cumulative controls the LTP4 Core Document has a significant role to play within the policy framework to decarbonise the County.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>noted that numerous other controls are in place through the planning and regulatory system that seek to ensure resilient and minimise impact to climate change outside an LTP.</p>			
Waste and Minerals	<p>There is an ongoing need to consider the use of sustainable resource when constructing and maintaining new and existing transport infrastructure, including the use of recycled, re-used and low carbon materials.</p> <p>Where not planned for mineral use could contribute to the potential shortfall of sand and gravel reserves over the period to 2031. This is of particular importance in respect of the projected increase in travel demand which will likely necessitate new transport development.</p>	<p>There are a range of factors and proposals which may contribute to an adverse impact in relation to waste and minerals, namely rising development pressure, increase in population, the profile of local industries, and climate change. At local scale, this might include County and district Local Plans, with nationally significant infrastructure and cross-boundary projects and impacts contributing at national and regional levels.</p>	<p>Some of the strategic plans that might be considered cumulative detractors due to the promotion of development which could impact waste and minerals may also contain provisions for waste minimisation and support of re-use and recycling. This could include support of the national recycling target of 65% by 2035.</p> <p>County and district Local Plans, and the Leicestershire Minerals and Waste Local Plan provide the primary means to manage and minimise waste.</p>	<p>Though the LTP4 Core Document supports the delivery of new transport infrastructure, there are provisions included to safeguard (Vision) and protect (Core Policy 3) the environment and reduce the impact upon it (Core Policy 4). Core Policy 5 similarly seeks to use innovation and collaboration for the benefit of the environment. In each case, it inferred that the environment includes waste and minerals. Core Policy 6 seeks to address challenges which impact our community, waste and minerals inferred to be one of them.</p> <p>The LTP Core Document therefore positively aligns with</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
				the SEA Objective for waste and minerals, supporting the existing policy framework utilised by the transport network.
Cultural Heritage	<p>The projected increase in travel demand will require new transport infrastructure. This has the potential to increase conflict between development pressure and ensuring the significance of the Leicestershire’s wide and varied heritage is preserved and enhanced. This includes the County’s large number of protected assets where impact of likely to be of higher significance where receptors are more sensitive.</p> <p>In the absence of the controls within the LTP4 Core Document, the impact to cultural heritage in relation to transport is likely to be exacerbated. There are however numerous other</p>	<p>In addition to transport infrastructure growth and patronage, there are numerous other factors and proposals which may adversely affect cultural heritage. This ranges between housing and commercial development pressure, population growth, wider energy and utilities infrastructure development, and climate change. Some of these originate from within the county (e.g. Local Plans, Economic growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. relating to meeting</p>	<p>Whilst transport and wider development proposals are encouraged in a range of strategic plans (e.g. Local Plans, the Economic Growth Strategy, nationally significant infrastructure), many of these plans also contain positive interventions and/or policy that help to encourage mitigation and enhancement to cultural heritage.</p> <p>A suite of strategic plans also exists to help protect heritage assets, namely the Hinckley &amp; Bosworth Borough Council Heritage Strategy. The Local Plans, including for Leicestershire, Leicester, and each of the districts within the LCC administrative area, as well as local and national</p>	<p>The LTP4 Core Document promotes the delivery of a connected and well-maintained transport network. In addition to other development proposals and pressures in the County, this has potential to cause adverse impacts on cultural heritage. The Vision and Policies in the Core Document include specific provisions for such a network to safeguard (Vision) and protect (Core Policy 3) the environment and reduce the impact upon it (Core Policy 4). Core Policy 5 seeks to use innovation and collaboration for the benefit of the environment. In this case, the environment is inferred to include cultural heritage.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	controls in place through the planning and regulatory system which seek to protect and enhance cultural heritage outside of an LTP.	development demands from Leicester City).	<p>planning guidance further seeks to control impacts to the built environment, also promoting benefits where appropriate.</p> <p>The role of statutory and non-statutory conservation bodies together with county and local council officers (including the County Archaeology Service) are also important in managing the protection and enhancement of the built environment in respect of new development. The Historic Environment Record (HER) and County Archaeology Service provides a reference point for local heritage data to be used for local plans, policies, and community interest.</p>	<p>The Core Themes also seek to protect, and where feasible, enhance the environment.</p> <p>These policy measures positively align with the built environment SEA Objectives and help to ensure that transport proposals do not impact on cultural heritage. Together with wider cumulative controls, the policy framework is in place to manage the wider extent of protection and enhancement in the County.</p>
Landscape, Townscape and Visual Amenity	The projected increase in travel demand will require new transport infrastructure. This has the potential to impact Leicestershire's distinct and	In addition to transport infrastructure growth and patronage, there are numerous other factors and proposals which may	Whilst transport and wider development proposals are encouraged in a range of strategic plans (e.g. Local Plans, the Economic Growth	The LTP4 Core Document promotes the delivery of a connected and well-maintained transport network. In addition to other development proposals

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>locally important landscape and townscape character if appropriate enhancement and mitigation measures are not incorporated. This includes for an increase in light and noise pollution from said development. The potential impact will be of higher significant where receptors are more sensitive, including within the County's 130 Conservation Areas and 18 Country Parks.</p> <p>Seminatural habitats such as woodlands, wetlands and semi-natural grasslands which provide natural screening are often fragmented and limited in extent. This is likely to worsen given the decline in biodiversity in the County and the impact of climate change.</p> <p>In the absence of controls within the LTP4 Core Document, the impact to</p>	<p>adversely affect Landscape, Townscape and Visual Amenity. This ranges between housing and commercial development pressure, population growth, wider energy and utilities infrastructure development and climate change. Some of these originate from within the county (e.g. Local Plans, Economic growth Strategy etc) whilst others may be developments of national significance or cross-boundary projects or impacts (e.g. relating to meeting development demands from Leicester City).</p>	<p>Strategy, nationally significant infrastructure), many of these plans also contain positive interventions and/or policy that help to encourage mitigation and enhancement to landscape, townscape and visual amenity part of development, e.g. compliance with design code area requirements.</p> <p>A suite of strategic plans also exists to help protect landscape, townscape, and visual amenity, namely the Leicestershire &amp; Rutland Landscape and Woodland Strategy (2001, updated 2006), Tree Management Strategy 2019-2025, and the Country Parks and Open Spaces Strategy 2019-2029. These are underpinned by the Environment Strategy which sets out the high-level objectives for the County. The</p>	<p>and pressures in the County this has potential to cause adverse impacts on landscape, townscape, and visual amenity. The Vision and Policies in the Core Document include specific provisions for such a network to safeguard (Vision) and protect (Core Policy 3) the environment and reduce the impact upon it (Core Policy 4). Core Policy 5 seeks to use innovation and collaboration for the benefit of the environment. In this case, the environment is inferred to include landscape, townscape, and visual amenity.</p> <p>The Core Themes also seek to protect, and where feasible, enhance the environment.</p> <p>These policy measures positively align with the built environment SEA Objectives and help to ensure that transport proposals do not impact on landscape, townscape, and visual amenity.</p>

SEA Topics	Trend including Absence of LTP4 Core Document	Other Cumulative Detractors	Other Cumulative Controls	Cumulative Impact of LTP4 Core Document
	<p>landscape, townscape, and visual amenity in relation to the transport is likely to be exacerbated. There are however numerous other controls in place through the planning and regulatory system which seek to protect and enhance landscape, townscape, and visual amenity outside of an LTP.</p>		<p>Local Plans, including for Leicestershire, Leicester, and each of the districts within the LCC administrative area, as well as local and national planning guidance further seeks to control impacts to the built environment, also promoting benefits where appropriate.</p> <p>The role of statutory and non-statutory conservation bodies together with county and local council officers are also important in managing the protection and enhancement of the built environment in respect of new development.</p>	<p>Together with wider cumulative controls, the policy framework is in place to manage the wider extent of protection and enhancement in the County.</p>

## 8 LTP4 Core Document (Post Consultation)

### 8.1 Introduction

- 8.1.1 A key aspect of the SEA process is consultation. The SEA process provides a mechanism to ensure that stakeholder engagement requirements are achieved by providing interested parties/organisations and the public an opportunity to inform the process and comment on decisions taken. Stakeholder engagement also ensures that environmental and social issues, constraints, and opportunities are identified and assessed at an early stage of LTP development.
- 8.1.2 Following the six-week consultation period, changes were made to the Draft LTP4 Core Document incorporating feedback received from respondents, as well as recommendations as a result of the SEA, outlined in Section 7 and the matrices provided in Appendix D.
- 8.1.3 The following section presents the findings of the assessment of elements of the post consultation version of the LTP4 Core Document subject to adoption. In keeping to a proportionate approach and to avoid repetition, only those elements of the LTP4 Core Document that have changed since consultation are subject to assessment. Matrices of those elements assessed are included within Appendix E.

### 8.2 Changes to the Post Consultation LTP4 Core Document

- 8.2.1 Table 8-1 below outlines those elements of the LTP4 Core Document that have changed following the consultation process including input from respondents and those recommendations issued as outlined within Section 7. A summary of the key changes to the assessment finding in comparison to the version that went to consultation is provided. The difference in assessment findings should be considered alongside the revised matrices included within Appendix E.

Table 8-1 Post Consultation Changes to the LTP4 Core Document

	Change to LTP4 Core Document	Difference to Assessment Findings
Vision and Core Policy 1	The Vision has been amended to also account for a 'integrated' transport network which supports the ambitions and health of 'growing' communities. A commitment to safeguarding the environment will be prioritised whilst delivering	Whilst the safeguarding of the environment has been reframed to come before the delivery of economic prosperity, neither the Vision nor Core Policy directly reference enhancement. As a result, alignment with the SEA Objective in relation to the protection and enhancement of biodiversity remains as minor positive.  This is similarly the case for the SEA Objective in relation to the protection and enhancement of human health and wellbeing. Despite greater facilitation of active travel models, both the

	Change to LTP4 Core Document	Difference to Assessment Findings
	<p>economic prosperity as opposed to the opposite framing.</p> <p>There has been no change to Core Policy 1.</p>	<p>Vision and Core Policy remain focused on supporting health and wellbeing as opposed to offering <i>enhancement</i>.</p> <p>Neutral alignment with the SEA Objective in relation to the promotion of alternative modes of travel has improved to minor positive alignment through reference to the delivery of an 'integrated' transport network.</p>
Core Policy 2	Core Policy 2 has been amended to also account for a 'integrated' transport network.	While there has not been change to the assigned alignment in relation to any of the SEA Objectives, reference to an integrated transport network provides additional benefits associated with the Objectives in relation to human health and wellbeing, accessibility and connectivity and the promotion of alternative modes of transport.
Core Policy 3	Core Policy 3 has been amended so health and wellbeing is 'actively' promoted.	<p>Through reframing the Core Policy to 'actively' promote health and wellbeing, significant positive alignment in the long term, albeit in most cases indirectly, is now assigned to the four SEA Objectives in relation to the reduction of crime and fear of crime, accessibility and connectivity, the promotion of alternative modes of travel and the protection and enhancement of air quality.</p> <p>Actively promoting health and wellbeing may indirectly protect air quality, notably in relation to sensitive/vulnerable receptors. For the protection and enhancement of accessibility and connectivity, and the promotion of alternative modes of travel, <i>actively</i> promoting health and wellbeing infers maintained accessibility and supports associated long term benefits, albeit indirectly. This is further the case for the reduction of crime and fear of crime.</p>
Core Policy 4	Core Policy 4 has been amended so the health and wellbeing of Leicestershire's communities is promoted while enabling travel choice and improving users' experiences.	<p>Significant positive alignment is now assigned in the long term, albeit indirectly, to the two SEA Objectives in relation to the protection and enhancement of accessibility and connectivity, as well as the promotion of alternative modes of transport. Reframing to include for the promotion of health and wellbeing leads to added indirect benefits anticipated to be more greatly realised in the long term.</p> <p>There is improvement to the achievement of SEA Objectives in relation to air quality, the reduction of crime and fear of crime, as well as the protection and enhancement of human health and wellbeing with significant positive alignment already assigned to each in the long term.</p>
Core Policy 5	Core Policy 5 has been amended to include the	Though the assigned alignment to SEA Objectives in relation to the protection and enhancement of accessibility and

	Change to LTP4 Core Document	Difference to Assessment Findings
	provision for the delivery of travel choice.	connectivity and the promotion of alternative modes of travel are already assigned significant positive alignment in the long term, changes to the Core Policy further support associated benefits. While there is not specific reference to active travel, this is implied through the outlining of a commitment to delivery travel choice to promote health and wellbeing within Leicestershire's communities.
Core Policy 6	No change to Core Policy 6.	N/A

### 8.3 Adoption of Proposed Recommendations

- 8.3.1 Table 8-2 below outlines the key mitigation and enhancement measures recommended per Core Policy, accounting for changes to the LTP4 Core Document, with justification provided by LCC where items identified by the SEA have been addressed.
- 8.3.2 Though not all recommendations have been directly incorporated, a number of broader transferable proposed changes included within Section 6 and Section 7 have been incorporated across the Core Policies, adding to the improved performance in alignment against SEA Objectives as the LTP4 Core Document has development across the versions assessed.

Table 8-2 Adoption of Key Recommendations of the SEA

	Key Recommendations	Adopted?	LCC Justification
Core Policy 1 and the Vision	Focus of the Vision is towards ‘safeguarding’ the environment instead of <i>enhancement</i> .	No	Whilst the proposals are noted, Leicestershire has a number of rural communities therefore LCC has to balance the needs and requirements of different themes and balance what is feasible and viable for delivery, and ensure that certain communities are not excluded/marginalised by explicitly focussing on active travel.
	In regard to health and wellbeing, the emphasis is on ‘support’ rather than protection and <i>enhancement</i> .	No	
	Greater emphasis could be added to the promotion of sustainable methods of transport, including active travel.	No	
Core Policy 2	The Core Policy could be improved by making specific the provision of a safe, accessible, connected and resilient transport network which is enabling to <i>all</i> of Leicestershire’s communities	No	As a council we need to manage expectations in the use of the word “all”, as this would suggest all the unique needs and requirements for each community would be delivered under the LTP4 which is not feasible nor viable when considering the current funding constraints therefore, we need to manage expectations.
	Explicit reference to active travel could be also added.	No	In regard to active travel, this has the potential to isolate /marginalise rural communities where active travel may not be a viable form of travel for them.
Core Policy 3	An emphasis on <i>enhancement</i> in place of protection would result in a greater performance against SEA Topics and corresponding Objectives that relate to the natural and built environment.	No	As a council we are restricted in promising enhancements as transport can present both benefits and dis-benefits to the environment. Whilst we will always seek to maximise the benefit of a scheme, our focus to providing transport solutions is restricted in providing enhancements and supporting the delivery of those strategies from public health and environment team.
	Enabling travel choice could be reframed towards promotion, with specific reference to sustainable methods of transport, including active travel added.	No	In regard to active travel, this has the potential to isolate /marginalise rural communities where active travel may not be a viable form of travel for them.

	Key Recommendations	Adopted?	LCC Justification
Core Policy 4	It could be made explicit that environmental and health and wellbeing benefits are for <i>all</i> of Leicestershire's communities.	No	We are proposing a significant re-word to Policy 4.
	Emphasis on the <i>promotion</i> of innovative transport related solutions could be added alongside identification and development.	No	
	A central emphasis on the promotion of health and wellbeing and environmental betterment would improve alignment with SEA Objectives.	Yes	
Core Policy 5	It could be made explicit that environmental and health and wellbeing benefits are for <i>all</i> of Leicestershire's communities.	No	Whilst the proposals are noted, LCC has to balance the needs and requirements of different themes and balance what is feasible and viable for delivery, whilst ensuring that certain communities are not excluded/marginalised by explicitly focussing on active travel.
Core Policy 6	It could be specified that the changes and challenges to address are those of <i>all</i> of Leicestershire's communities. Focus could relate to active benefit and resolution in place or alongside 'address'.	No	Whilst the proposals are noted, LCC has to balance the needs and requirements of different themes and balance what is feasible and viable for delivery, whilst ensuring that certain communities are not excluded/marginalised by explicitly focussing on active travel.

## 9 SEA Monitoring Framework

- 9.1.1 The SEA has identified the likely effects of the LTP4 Core Document on the SEA Objectives over the short, medium and long terms. An indication of the certainty of these effects was also provided. However, there is a risk that the effects of the LTP4, including the effects of specific policies or the cumulative effects of policies in-combination, are different to those anticipated, such as due to unforeseen circumstances. It is, therefore, an essential component of delivering sustainable development to monitor the effects of the LTP4 in relation to the predicted effects. Regular monitoring then enables the relevant authorities to alter plans as necessary should unexpected negative effects arise or expected positive effects not arise. It is important to note that the Core Document is just the first stage of the LTP4 development process and relates to the overarching Vision and Core Policies. It is recognised that determining the exact impact of implementing these policies at this level will involve a significant amount of uncertainty and therefore successful monitoring will pose challenges. Future stages of the LTP4 will include more specific and detailed proposals which will be easier to monitor. An outline monitoring framework is proposed in this report, which seeks to be proportionate to this stage of the LTP4. The act of monitoring the LTP4 would comprise Stage E of the SEA Process.
- 9.1.2 It is anticipated that LCC will be monitoring the implementation and effects of the LTP4 post-adoption to feed into future plan review and revision. In particular, it is anticipated that the monitoring framework will evolve and be updated as the SEAs of Stages 2 and 3 of the LTP4 are undertaken in the future. Table 9-1 proposes a Monitoring Framework to keep track of the sustainability effects of the LTP4, for which it would be appropriate to integrate with wider LTP4 monitoring. This is a draft and will be subject to discussion and refining with LCC and stakeholders.
- 9.1.3 Over the lifetime of the LTP4 new information, which will help inform the review of the LTP4, will be added to the Monitoring Framework. Some indicators currently used by the LCC and partners may be amended or replaced by new indicators. Other indicators are likely to remain constant where they can inform the long term outcomes for the LTP4.

Table 9-1 Outline Monitoring Framework

SEA Topic	Summary of Potential Effect to Monitor	Potential Indicators to Monitor
Biodiversity	Although the LTP4 Core Document supports new transport infrastructure, the Core Policy seeks to result in positive outcomes for biodiversity through its design and development.	<ul style="list-style-type: none"> <li>• Recorded impacts on designated and priority habitats as a result of new transport infrastructure development.</li> <li>• Amount of biodiversity net gain delivered through transport schemes.</li> <li>• Wildlife casualties on the transport network</li> </ul>
Population and Human Health	Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies and Vision seeks to promote human health and wellbeing through enabling travel choice, embracing innovation and collaboration, and utilising data, monitoring, and evaluation.	<ul style="list-style-type: none"> <li>• Mode of transport to work</li> <li>• Mode of transport to school</li> <li>• Number of noise complaints received in relation to the transport network</li> <li>• Percentage of physically active adults</li> <li>• Percentage of adults classed as overweight</li> <li>• Percentage of rural population within 500m of bus service with at least an hourly service</li> <li>• Uptake of concessionary fare with eligible population</li> <li>• Bus patronage</li> <li>• Train patronage</li> <li>• Length of new access to green space</li> <li>• Length of cycling facilities</li> </ul>

SEA Topic	Summary of Potential Effect to Monitor	Potential Indicators to Monitor
		<ul style="list-style-type: none"> <li>• Number of road casualties killed or seriously injured</li> <li>• Number of child road casualties killed or seriously injured</li> </ul>
Geology and Soils	Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, including in relation to geology and soils.	<ul style="list-style-type: none"> <li>• Area of Best and Most Versatile (BMV) Agricultural Land used by the transport system</li> <li>• Areas of brownfield land used by the transport system</li> <li>• Number of category 1 &amp; 2 pollution incidents (transport related)</li> </ul>
Water Environment	Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, including in relation to the water environment.	<ul style="list-style-type: none"> <li>• New local transport development in flood risk zones 2 and 3</li> <li>• Number of flood risk assessments undertaken for transport schemes</li> <li>• Capital cost to resolve flooding events to the transport network</li> <li>• Number of transport projects incorporating SuDS</li> <li>• Quality of waterbodies adjacent to transport or associated infrastructure</li> </ul>
Air Quality	Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, including in relation to air	<ul style="list-style-type: none"> <li>• Number of AQMAs as a result of transport emissions</li> </ul>

SEA Topic	Summary of Potential Effect to Monitor	Potential Indicators to Monitor
	<p>quality. This is further supported through the LTP4 Core Document's promotion of human health and wellbeing.</p>	<ul style="list-style-type: none"> <li>• Proportion of County emissions from transport sector</li> <li>• CO<sub>2</sub> emissions per capita</li> </ul>
<p>Climate Change</p>	<p>Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, decarbonise transport and associated infrastructure, and the delivery a resilient network.</p>	<ul style="list-style-type: none"> <li>• Number of days transport network disrupted by extreme weather events</li> <li>• Transport Sector Carbon Dioxide (CO<sub>2</sub>) Emissions</li> <li>• Materials used during maintenance and new transport development</li> <li>• Number of electric vehicles charging points</li> </ul>
<p>Waste and Material Assets</p>	<p>Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, including in relation to the waste and material assets.</p>	<ul style="list-style-type: none"> <li>• Tonnes of mineral provided within Leicestershire per annum</li> <li>• Volume of waste produced by transport sector</li> <li>• Proportion of recycled aggregates used during construction and / or maintenance of transport infrastructure</li> <li>• Length of electrified rail</li> </ul>
<p>Cultural Heritage</p>	<p>Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, including in relation to cultural heritage.</p>	<ul style="list-style-type: none"> <li>• Number of heritage assets adversely affected by the transport network</li> <li>• Number of heritage assets beneficially affected by the transport network</li> </ul>

SEA Topic	Summary of Potential Effect to Monitor	Potential Indicators to Monitor
		<ul style="list-style-type: none"> <li>• Instances of planting/screening alongside new transport development</li> </ul>
<p>Landscape, townscape, and visual amenity</p>	<p>Though the LTP4 Core Document supports the development of new transport infrastructure, the Core Policies seek to reduce impact to, protect, and benefit the environment, including in relation to landscape, townscape, and visual amenity.</p>	<ul style="list-style-type: none"> <li>• Transport development within Conservation Areas</li> <li>• Transport development within Design Code Areas</li> <li>• Instances of planting/screening alongside transport development</li> <li>• Length of country roads with low intrusion lighting</li> <li>• New Transport development within Country Parks</li> </ul>

## Appendix A: Environmental and Social Baseline and Identifying Key Issues

### Baseline data, Indicators, and trends

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
<b>Population and Human Health</b>				
Population Count and Density	<p>2021 Census data shows an increase in population in all districts. Current population (and density per hectare) is as follows (rounded to the nearest 100):</p> <p>Leicestershire: 712,200 (3.42)</p> <p>Charnwood: 183,900 (6.59)</p> <p>Hinckley &amp; Bosworth: 113,600 (3.82)</p> <p>North West Leicestershire: 104,700 (3.75)</p> <p>Blaby: 102,900 (7.89)</p> <p>Harborough: 97,600 (1.65)</p> <p>Oadby &amp; Wigston: 57,700 (24.53)</p>	<p>“Notional needs indicate the requirement for an additional 90,516 dwellings in the County between 2031-2050.”</p> <p>(Strategic Growth Plan Leicester and Leicestershire, Leicester &amp; Leicestershire 2050: Our Vision for Growth, 2018<sup>4</sup>)</p>	<p>2021 Census data shows an increase in population density since 2011 in all districts as follows:</p> <p>Leicestershire: 9.5%</p> <p>Harborough: 14.3%</p> <p>NW Leicestershire: 12%</p> <p>Charnwood: 10.7%</p> <p>Blaby: 9.6%</p> <p>Hinckley &amp; Bosworth: 8.1%</p> <p>Melton: 2.8%</p> <p>Oadby &amp; Wigston: 2.7%</p> <p>The 9.5% county population increase compares to an average of 6.6% across England. There is growth in all county districts, though at</p>	<p>The County is largely rural in nature with several district centres and settlements. Rural isolation is a key connectivity issue.</p> <p>Population count and density is increasing across every district and is above regional and national levels. 14% population growth is expected by 2041.</p> <p>Housing and employment demand will increase with a 20% increase in households expected by 2041 and a 15% increase in employment (LCC data).</p> <p>This will put pressure on transport services and infrastructure, with systems requiring resilience to</p>

<sup>4</sup> [Strategic Growth Plan Leicester and Leicestershire, Leicester & Leicestershire 2050: Our Vision for Growth, 2018](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>Melton: 51,800 (1.08)</p> <p>The number of households in the County is 294,400 as of the 2021 census (rounded to the nearest 100).</p> <p>(Census data, 2021<sup>3</sup>)</p>		<p>varying levels, with as much of a 14.3% increase in Harborough compared to 2.8% in Melton.</p> <p>The number of households in the County has increased by 11% from 267,434 in 2011 (rounded to the nearest 100).</p>	<p>support increased demand. Housing need may warrant expansion of transport networks in areas where new development is planned.</p>
Housing need/requirement	<p>Housing need across Leicester and Leicestershire:</p> <p>2011-31: 96,580 2031-50: 90,516 Total (2011-50): 187,096</p> <p>(Leicester &amp; Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership, Housing and Economic</p>		<p>Housing need will reflect economic forecasts and population growth or household change. Although figure is slightly lower between 2031-50, any unmet needs from previous periods will need to be satisfied.</p> <p>Authoritative boundary of Leicester City Council within the centre of Leicestershire County Council catchment indicate they will not be able</p>	

<sup>3</sup> [Census Data, 2021](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<i>Development Needs Assessment, 2017<sup>5</sup>).</i>		<i>to meet housing need within their area. Oadby &amp; Wigston Borough Council have declared that it may be unable to meet housing needs for 2031-36.</i>	
<i>Age Structure</i>	<p><i>The age structure of the County's 712,200 people (rounded to the nearest hundred) is broken down into the following increments:</i></p> <p><i>Aged 0-9: 76,100 (10.7%)</i>  <i>10-19: 83,100 (11.7%)</i>  <i>20-29: 81,900 (11.5%)</i>  <i>30-39: 88,600 (12.4%)</i>  <i>40-49: 87,900 (12.3%)</i>  <i>50-59: 102,400 (14.38%)</i>  <i>60-69: 82,600 (11.6%)</i>  <i>70-79: 70,600 (9.9%)</i></p>	<p><i>Strategic Outcomes: Safe and Well: 'People enjoy long lives in good health'. 'Carers and people with care needs are supported to live active, independent, and fulfilling lives'.</i></p> <p><i>(Leicestershire County Council, Strategic Plan 2022-2026, 2022<sup>6</sup>)</i></p>	<p><i>Percentage of population per age category (20-year increments) In comparison to 2011 census:</i></p> <p><i>0-19: 23% to 22%</i>  <i>20-39: 23% to 24%</i>  <i>40-59: 29% to 27%</i>  <i>60-79: 20% to 22%</i>  <i>80 plus: remained at 5%.</i></p> <p><i>There is little variation in terms of age structure between 2011 and 2021, with 40-59 the largest group despite 2% decrease.</i></p> <p><i>England 24.2% over 60</i></p>	<p><i>The County has a large proportion of people aged over 60 (higher than national average). This figure is projected to increase dramatically.</i></p> <p><i>Many older people also live in more rural areas and may suffer social isolation.</i></p> <p><i>Older populations are more likely to have an age-related health condition or disability meaning access to emergency services and the maintenance and preservation of access</i></p>

<sup>5</sup> [Leicester & Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership, Housing and Economic Development Needs Assessment, 2017](#)

<sup>6</sup> [Leicestershire County Council, Strategic Plan 2022-2026, 2022](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>80 and over: 38,900 (5.5%)</p> <p>(Census data, 2021<sup>3</sup>)</p>		<p>Leicestershire: 27% over 60</p> <p>All districts within the County have a greater percentage of over 60s than national average, Melton as high as 30.1%.</p> <p>(Census data, 2021<sup>3</sup>; Census data 2011<sup>7</sup>)</p> <p>Population of those aged 75+ is projected to more than double between 2006 and 2031.</p> <p>(Office for National Statistics), Revised annual mid-year population estimates, UK: 2001 to 2010, 2013<sup>8</sup>)</p> <p>Previous consultation has raised general concerns that rural areas which have an older age profile, were going</p>	<p>routes to medical facilities and amenities via the local transport network could be more significant.</p>

<sup>7</sup> [Census data, 2011](#)

<sup>8</sup> [ONS, Revised annual mid-year population estimates, UK: 2001 to 2010, 2013](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
			<p><i>to be neglected as a result of cutbacks.</i></p> <p><i>(Leicestershire County Council, Equalities and Human Rights Impact Assessment: Review of Highway Asset Management Policy and Strategy, 2017<sup>9</sup>)</i></p>	
<p><i>Inclusive Transport</i></p>	<p><i>Women account for 50.6% and men 49.4% of the County by sex.</i></p> <p><i>Identify as white: 87.5%</i> <i>Identify as non-white: 12.5%</i> <i>"Asian" largest non-white ethnic group (8.2%).</i></p> <p><i>(Census data, 2021<sup>3</sup>)</i></p> <p><i>Average deprivation and disability rank: 10608.02 making LCC in the top 30% to 40% nationally.</i></p>	<p><i>Leicester and Leicestershire Strategic Transport Priorities, Theme 3: Travel Around Leicestershire identifies the aim to "improve safety for all users of the transport network".</i></p> <p><i>(Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020<sup>11</sup>)</i></p>	<p><i>The ethnic demographic of the County is predominantly white.</i></p> <p><i>The County benefits from close proximity to the city of Leicester of which it surrounds, one of the most culturally diverse cities in the UK with approximately 42% of the city's population identified as non-white British.</i></p> <p><i>(Leicester and Leicestershire</i></p>	<p><i>Leicestershire ranks within the top 30% to 40% for health and deprivation/disability.</i></p> <p><i>There is a need for social inclusion through the retention and creation of equal access to new and existing transport systems.</i></p>

<sup>9</sup> [Leicestershire County Council, Equalities and Human Rights Impact Assessment: Review of Highway Asset Management Policy and Strategy, 2017](#)

<sup>11</sup> [Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<i>(Leicestershire County Council, Public Health Strategy 2022-27<sup>10</sup>)</i>		<i>Economic Assessment, 2010<sup>12</sup>)</i>	
<i>Economic Deprivation</i>	<p><i>Rate of income deprivation per district:</i></p> <p><i>Blaby: 6.9%</i>  <i>Charnwood: 8.4%</i>  <i>Harborough: 5.6%</i>  <i>Hinckley &amp; Bosworth: 8.2%</i>  <i>Melton: 7.2%</i>  <i>Northwest Leicestershire: 9%</i>  <i>Oadby &amp; Wigston: 8.6%</i></p> <p><i>(Office for National Statistics (ONS), Exploring local income deprivation, 2021<sup>13</sup>)</i></p>	<p><i>'Priority 3: Support families to be self-sufficient and resilient'</i></p> <p><i>(Leicestershire Children and Families Partnership Plan 2021-23<sup>14</sup>)</i></p>	<p><i>There are 32,844 Lower-layer Super Output Areas (LSOAs) in England. Of 396 county LSOAs, 11 are within national 20% most income deprived, with 123 within national 20% least income deprived.</i></p> <p><i>Leicestershire generally experiences deprivation in pocketed areas, namely Loughborough, Coalville, Hinckley and South Wigston.</i></p> <p><i>There is an increased risk of fuel poverty within deprived areas.</i></p>	<p><i>Leicestershire has 11 LSOAs within the national 20% most income deprived. These are largely located in pockets including e.g. Loughborough, Coalville, Hinckley and South Wigston. This is an important consideration in developing and maintaining accessible public transport systems and ensuring public access to new housing and employment is provided.</i></p>

<sup>10</sup> [Leicestershire County Council, Public Health Strategy 2022-27](#)  
<sup>12</sup> [Leicester and Leicestershire Economic Assessment, 2010](#)  
<sup>13</sup> [Office for National Statistics \(ONS\), Exploring local income deprivation, 2021](#)  
<sup>14</sup> [Leicestershire Children and Families Partnership Plan 2021-23](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
<p><i>Mode of Transport to Work and Public Transport Patronage</i></p>	<p><i>Mode of transport to work across the County is as follows:</i></p> <p><i>Work from home: 104,917</i></p> <p><i>Underground, metro, light rail, tram: 179</i></p> <p><i>Train: 1,260</i></p> <p><i>Bus, minibus, coach: 5,726</i></p> <p><i>Taxi: 969</i></p> <p><i>Motorcycle, scooter or moped: 1,234</i></p> <p><i>Driving a car or van: 187,514</i></p> <p><i>Passenger in a car or van: 12,357</i></p> <p><i>Bicycle: 5,688</i></p> <p><i>On foot: 21,786</i></p> <p><i>Other method: 2,688</i></p> <p><i>Not in employment: 368,049</i></p> <p><i>Note the 2021 census was completed during the covid 19 pandemic, with work</i></p>	<p><i>Leicester and Leicestershire Strategic Transport Priorities, Theme 3: Travel Around Leicestershire identifies the aim to "encourage travel by sustainable and active modes, where it is practicable".</i></p> <p><i>(Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020<sup>15</sup>)</i></p>	<p><i>Excluding those not in employment, the majority of people travel to work drive via car or van. A significant amount work from home, though results may be skewed as a result of the covid 19 pandemic.</i></p> <p><i>When compared across the region, Leicestershire has the one of lowest rates of passenger journeys. 7.6 million within the County compares to 17.7 million in Leicester alone.</i></p> <p><i>Bus miles, including the level of commercial service provision is lower than neighbouring counties.</i></p>	<p><i>Within Leicestershire there is a reliance on travel by car or van to work. Nearly 70% of the adult population does not walk at least five times per week and only 7.9% of adults cycle. The County has one of the lowest levels of public transport patronage in the region and one of the lowest levels of commercial service provision.</i></p> <p><i>In contrast, demand for road-based travel has now been predicted to return to pre Covid levels. 63% of this is on the strategic road network and 37% on the local road network.</i></p> <p><i>By 2041 it is predicted that there will be significant increases in road vehicle Km travelled, increased delays and an increase in freight demand. (LCC data).</i></p>

<sup>15</sup> [Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>from home numbers likely inflated.</i></p> <p><i>(Census data, 2021<sup>3</sup>)</i></p> <p><i>7.6 million passenger journeys by public transport were undertaken across Leicestershire.</i></p> <p><i>Six million bus miles, 4.8 million commercial and 1.2 million supported.</i></p> <p><i>(LCC Data)</i></p>			<p><i>There can be improvement in terms of utilisation rates of sustainable modes of transport to work and public transport patronage.</i></p>
<p><i>Health and Well-Being</i></p>	<p><i>Physically active adults: 77.3%</i></p> <p><i>Adults classed as overweight or obese: 64.1%</i></p> <p><i>Life expectancy at birth 86.3 for females and 82.5 for men.</i></p> <p><i>(NHS Fingertips Tool, 2024; Census data, 2021<sup>16</sup>).</i></p>	<p><i>Need identified to address deficiency in accessible natural green space.</i></p> <p><i>(Spaces for Wildlife 2016-2026, Leicester, Leicestershire, and Rutland Biodiversity Action Plan<sup>17</sup>)</i></p>	<p><i>Physically active adults in Leicestershire totals 77.3% compared to the UK average of 63.8%</i></p> <p><i>Life expectancy compared between county and national average is 86.3 compared to 82.8 for females, and 82.5 compared to 78.9 for men.</i></p>	<p><i>Whilst physical activity in the County is higher than the national average, Leicestershire has a higher rate of adults classed as overweight or obese than the UK average. 26% of the population are identified as inactive.</i></p> <p><i>A need exists for transport</i></p>

<sup>16</sup> [NHS Fingertips Tool, 2024; Census Data, 2021](#)

<sup>17</sup> [Spaces for Wildlife 2016-2026, Leicester, Leicestershire and Rutland Biodiversity Action Plan](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
			<p><i>Rate of adults classed as overweight or obese is higher than UK average, 63.8% compared to 64.1%.</i></p> <p><i>Increased evidence that providing access to natural green space has benefits including improved health and well-being. A study by Natural England cited within the most recent Leicestershire Biodiversity Action Plan proposed the following minimum access standards:</i></p> <ul style="list-style-type: none"> <li><i>No more than 300m from accessible natural green space of at least 2ha;</i></li> <li><i>At least one 20ha site within 2km of a dwelling;</i></li> <li><i>One 100ha site within 5km of a dwelling; and</i></li> <li><i>One 500ha site within 10km of a dwelling.</i></li> </ul> <p><i>In accessing these areas public access should be 'in a greater form than a public</i></p>	<p><i>systems to retain, enhance, and contribute to improved access to public health and recreational facilities, including green spaces. Walking and cycling provision would also provide benefits.</i></p>

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
			<p><i>right of way' crossing the land.</i></p> <p><i>(Analysis of Accessible Natural Greenspace for Leicestershire and Rutland, 2022<sup>18</sup>)</i></p>	
<p><i>Crime</i></p>	<p><i>Violent and sexual offences the highest crime type. Leicestershire is within the top 30-40% decile for crime nationally with 90 crimes per 1000 in 2022.</i></p> <p><i>Crime category ranking per 52 England and Wales ranking:</i></p> <p><i>Violent crime: 19 highest</i>  <i>Public order crime: 9 highest</i>  <i>Criminal damage and arson: 11 highest</i>  <i>other theft: 6 highest</i>  <i>antisocial behaviour: 4 lowest</i>  <i>Vehicle crime: 14 highest</i></p>	<p><i>'Road safety and speeding began to dominate many conversations at town and parish council meetings. I will give support to the Road Safety Partnership and Community Speed Watch groups seeking to improve safety in towns and villages' – Police and Crime Commissioner</i></p> <p><i>(Leicester, Leicestershire &amp; Rutland Police and Crime Plan 2021-2024)</i></p> <p><i>County wide priority: 'Reduce incidence and impact of ASB'</i></p> <p><i>(Leicestershire County Council Community Safety</i></p>	<p><i>Violent and sexual offences have remained the highest crime type across the County for over 10 years, though in the last year have seen a 5.5% decrease. Shoplifting crime has seen a 45.6% increase in the last year while the majority of other crime types have seen reduction.</i></p> <p><i>Public order crime is at 144% of the national average, with Leicestershire 9<sup>th</sup> highest of 52 counties in this crime category. Has decreased 13.3% in last year.</i></p>	<p><i>Within Leicestershire, Violence and sexual offences remain the highest crime type. There is a need for transport systems to facilitate safe pedestrian and cycling spaces during public transit.</i></p> <p><i>A County priority is to reduce the incidence and impact of anti-social behaviour, the rate of public order offences within Leicestershire at 144% of the national average.</i></p>

<sup>18</sup> [Analysis of Accessible Natural Greenspace for Leicestershire and Rutland, 2022](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>Shoplifting crime: 16 lowest</i>  <i>Burglary crime: 9 highest</i>  <i>Drugs crime: 5 highest</i>  <i>Bicycle theft: 9 highest</i>  <i>Robbery crime: 13 highest</i></p> <p><i>Traffic Offenses:</i></p> <p>2524 in 2021                      4855 in 2022</p> <p><i>(Leicestershire Police, Crime Maps, 2024<sup>19</sup>)</i></p>	<p><i>Strategy 2022-2026<sup>20</sup>)</i></p>	<p><i>Rural policing concerns entirely different matters to those in urban areas and is subject to its own policing plan.</i></p>	
<p><i>Road Safety</i></p>	<p><i>There were 203 road casualties killed or seriously injured across the County in 2021, 9% fewer than the 2009-13 average, and 54% fewer overall casualties.</i></p> <p><i>2021:</i></p>	<p><i>Road Safety targets and strategy in relation to cycling set out in Local Cycling and Walking Infrastructure Plans (LCWIPs).</i></p> <p><i>Description of Leicestershire Road Safety Initiatives included as part of Casualty Reduction 2020-21 annual</i></p>	<p><i>When comparing the 2017-21 average, Leicestershire has the lowest casualty rate per million people within the East Midlands. It ranks 2<sup>nd</sup> lowest compared to other counties in England when comparing casualty rate per billion vehicle kilometres across a 2017-21 average.</i></p>	<p><i>Road casualties in the County are comparatively low compared to the wider region. However, the rate at which pedestrians are killed or seriously injured is higher than national averages.</i></p>

<sup>19</sup> [Leicestershire Police, Crime Maps, 2024](#)

<sup>20</sup> [Leicestershire County Council Community Safety Strategy 2022-2026](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>Car: 599 casualties up 3%, with 90 killed or seriously injured down 10%.</p> <p>Pedal Cyclists: 82 casualties up 15%, 24 killed or seriously injured down 14%.</p> <p>Pedestrians: 92 casualties up 2%, with 40 killed or seriously injured up 33%.</p> <p>(Road Casualty Reduction in Leicestershire, 2021<sup>21</sup>)</p>	<p>report<sup>22</sup>.</p>	<p>Increase in rate of pedestrians killed or seriously injured between 2020-21 nearly double national average.</p>	
<b>Biodiversity</b>				
<p>Designated Habitats</p>	<p>1 SAC River Mease, no RAMSAR or SPA within County. 77 SSSIs.</p> <p>NE data for all (to be informed by LCC), SACs, RAMSAR, SPA, 3 National Nature Reserves.</p>	<p>Strategic Outcomes: Clean and Green 'People act now to tackle climate change'. (Leicestershire County Council, Strategic Plan 2022-2026<sup>24</sup>)</p>	<p>Land-based nationally and internationally protected areas increased by 3.2% nationally between 2013-2023. Within Leicestershire: River Mease SAC water quality levels are not currently meeting conservation targets,</p>	<p>Despite its rural nature, Leicestershire is one of the poorest counties for biodiversity and conservation value when compared to the national average. Whilst the County contains a number of designated nature</p>

<sup>21</sup> [Road Casualty Reduction in Leicestershire, 2021](#)

<sup>22</sup> [Leicestershire County Council, Road Casualty Reduction in Leicestershire, 2022](#)

<sup>24</sup> [Leicestershire County Council, Strategic Plan 2022-2026](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>20 Local Nature Reserves located within the county, 8 of surround the Leicester City Council catchment, with 3 sited between both authority areas.</p> <p>Leicestershire and Rutland Wildlife Trust (LRWT) has 33 nature reserves, 20 of which are SSSIs.</p> <p>(Natural England, open data geoportal, 2024<sup>23</sup>)</p>	<p><i>Biodiversity, Habitats and Local Environment</i></p> <p>'G4: Work with partners to support wider biodiversity and natural capital feature improvements across Leicestershire.'</p> <p>(Leicestershire County Council, Environment Strategy 2018 – 2030: delivering a better future<sup>25</sup>)</p>	<p>termed as in 'unfavourable condition'.</p> <p>SSSI coverage represents only 2% of land coverage compared to the national average of 6%.</p> <p>Assessment by Natural England in 2019 found 52.38% of Leicestershire's SSSIs were in Unfavourable recovering condition compared to national average of 49%.</p> <p>7.3% were in an unfavourable no change condition, compared to 7% nationally, with 6.7% unfavourable declining condition compared to 7%.</p> <p>(Leicestershire County Council, Action for Nature: A Strategic Approach to Biodiversity, Habitat, and the Local Environment for</p>	<p>conservation sites, coverage by areas is relatively small. There is space for improvement concerning the condition of SSSIs, though similar to the national baseline, should be prioritised.</p> <p>Water quality in the River Mease SAC is below target with the SAC being in unfavourable condition. New development and maintenance of transport systems has the potential to contribute to poor water quality in the County's water bodies.</p> <p>Both existing and new transport systems and associated infrastructure has the opportunity to contribute to the enhancement of designated</p>

<sup>23</sup> [Natural England, open data geoportal, 2024](#)

<sup>25</sup> [Leicestershire County Council, Environment Strategy 2018 – 2030: delivering a better future](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
			Leicestershire County Council, 2021 <sup>26</sup> )	habitats where development is sited nearby.
Priority Habitats	<p>11305ha of Priority Habitat Areas within the County, representing 5.4% of land coverage. 19 Priority habitat types.</p> <p>6 areas of peatland, 4 within Harborough, 1 within Blaby and another on the boundary between Hinckley and Bosworth and Blaby.</p> <p>(Natural England, open data geoportal, 2024<sup>27</sup>)</p>	(Spaces for Wildlife 2016-2026, Leicester, Leicestershire, and Rutland Biodiversity Action Plan <sup>28</sup> )	<p>2019 data found that within Leicestershire there were 1,113 candidate sites and 1,1189 potential Local Wildlife Sites.</p> <p>(Leicestershire County Council, Action for Nature: A Strategic Approach to Biodiversity, Habitat and the Local Environment for Leicestershire County Council, 2021<sup>26</sup>)</p>	Transport systems, including the development of new infrastructure and maintenance of existing systems has a responsibility to protect and enhance those locally important habitats with lower protection status.
Woodland, Forest, and Orchards	No Ancient Woodland within the County boundary. Approximately 6% of tree coverage, including Charnwood Forest Regional Park which includes the	'A woodland creation target of 33% and require a further 12% of the National Forest area to be planted to meet this target' (National Forest: A	Mature trees are decreasing, with many in the wider countryside unprotected. There is very little survey data on lowland wood-pasture and parkland.	Woodland coverage is relatively small for a rural county with the number of mature trees decreasing. Transport system development and

<sup>26</sup> [Leicestershire County Council, Action for Nature: A Strategic Approach to Biodiversity, Habitat and the Local Environment for Leicestershire County Council, 2021](#)

<sup>27</sup> [Natural England, open data geoportal, 2024](#)

<sup>28</sup> [Spaces for Wildlife 2016-2026, Leicester, Leicestershire and Rutland Biodiversity Action Plan](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>County's largest National Nature Reserve, Charnwood Lodge</p> <p>236 traditional orchards covering a total of 43ha.</p> <p>(Natural England, open data geoportal, 2024<sup>23</sup>)</p> <p>The Woodland Trust manages 20 sites across Leicestershire and Rutland totalling approximately 315ha.</p>	<p>Greenprint, 2019<sup>29</sup>)</p>	<p>6% of County tree coverages compares to UK average of 13%.</p> <p>Biodiversity Action Plan 2016 identifies active schemes within National Forest and Charnwood Forest, and scheme under development in Leighfield Forest.</p>	<p>maintenance should seek to avoid adverse effects on woodland, particularly in regard to those mature tree in the wider countryside.</p>
<p>Wildlife Connectivity and Green Infrastructure</p>	<p>"There are areas with sparse coverage of green infrastructure, particularly in the north-east, east, and south-eastern parts of the study area. This may be linked to the intensively farmed nature of large parts of Leicestershire,</p>	<p>For corridors:                      'Natural corridors are better than human designed corridors; use linear landscape features; ensure corridor habitat matches that in core sites; minimum width of corridors = 100m, preferably wider.'                      General principles used by Leicestershire County</p>	<p>Within the BAP 2016, the need has been identified for the protection and enhancement of greenways and river and canal corridors in terms of water quality and as a corridor for biodiversity</p>	<p>There is scope to significantly increase wildlife connectivity and green infrastructure in the County. Transport system development and maintenance has the potential to cause severance to wildlife connectivity but also to provide new opportunities if well</p>

<sup>29</sup> [National Forest: A Greenprint, 2019](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>particularly for cereal cultivation.</p> <p>(Leicestershire County Council, Strategic Plan 2022-2026<sup>24</sup>)</p>	<p>Council for increasing the resilience of biodiversity as set out in Natural England Research Report NERR082-- Nature Networks: A Summary for Practitioners (2020).</p> <p>River Catchment Plans: River Soar Catchment Plan, March 2018</p> <p>River Soar &amp; Grand Union Canal Partnership Strategy 2009 and Strategy Addendum 2020</p>		<p>designed.</p>
<p>Native and Non-Native Species</p>	<p>2016 Biodiversity Action Plan (BAP) includes 16 Species Action Plans:</p> <p>Barn Owls; Bats; Black Hairstreak butterfly; Black Poplar; Dingy and Grizzled Skipper butterflies; Dormouse; Nightingale; Otter; Purple Small-reed;</p>	<p>The whole thrust of Space for Wildlife, the latest revision of the LLRBAP, is to increase the amount of habitat available for wildlife across the wider countryside irrespective of its exact nature. This will benefit not only BAP species but also a wide variety of other wildlife.'</p> <p>(Spaces for Wildlife 2016-2026, Leicester,</p>	<p>Swifts, Swallows and House Martins added in most recent BAP edition.</p>	<p>New and existing transport system development and maintenance have the potential to adversely impact habitats and species. There are also opportunities for enhancement. Through eradication of invasive and non-native species and the planting of appropriate native species as part of landscaping schemes.</p>

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>Redstart; Sand Martin; Violet Helleborine; Water vole; White-clawed Crayfish; Wood Vetch; and Swifts, Swallows and House Martins.</i></p> <p><i>Across Neutral Grassland (UKBAP – Lowland Meadows), ‘much time and effort needs to be put into site preparation where invasive weeds such as thistles and docks are present’.</i></p> <p><i>(Spaces for Wildlife 2016-2026, Leicester, Leicestershire and Rutland Biodiversity Action Plan<sup>30</sup>)</i></p>	<p><i>Leicestershire and Rutland Biodiversity Action Plan<sup>17</sup>)</i></p>		

<sup>30</sup> [Spaces for Wildlife 2016-2026, Leicester, Leicestershire and Rutland Biodiversity Action Plan](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
<p><i>Wildlife Casualties</i></p>	<p>Roadkill data collected by The Road Lab in 2020 indicate wildlife fatalities by district as the following:</p> <p>County: 1209</p> <p>Melton: 501 (41.4%)                      Charnwood: 287 (23.7%)                      North West Leicestershire: 148 (12.2%)                      Harborough: 117 (9.7%)                      Hinckley and Bosworth: 92 (7.6%)                      Blaby: 57 (4.7%)                      Oadby &amp; Wigston: 7 (0.6%)</p> <p>(The Road Lab, National Biodiversity Network Atlas, 2020<sup>31</sup>)</p>		<p>64 distinct species recorded among those wildlife fatalities recorded. Most common were Eurasian Badger (354), Pheasant (147), West European Hedgehog (140) and Red Fox (96).</p> <p>The vast majority of incidents recorded were on either motorways, A roads or B roads.</p>	<p>Wildlife casualties are a relatively common occurrence on rural roads in the County. Opportunities exist for appropriate management and wildlife crossings to be incorporated into the design and maintenance of transport systems including roads and railways.</p>
<b>Material Assets</b>				
<p><i>Highways Network</i></p>	<p>Ordnance Survey Data indicates 2% Motorway,</p>		<p>5.06 billion vehicle miles were travelled on roads in Leicestershire in 2022.</p>	<p>The County lies at the heart of the country's strategic road network. While there is strong north-south</p>

<sup>31</sup> [The Road Lab, National Biodiversity Network Atlas, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>7.7% A road, 3.8% B road, and 86.5% unclassified.</p> <p>Motorways include the M1, M69, M42 and M6.</p> <p>Ordnance Survey Open Zoomstack, 2024<sup>32</sup></p> <p>The County is located at the heart of the strategic road network. However, 4,686km of roads are maintained by LCC.</p> <p>LCC also maintains 3,081km of public rights of way.</p> <p>80% of bus network operate on a commercial basis.</p> <p>Mainline rail stations are located at Leicester, Loughborough, Hinckley, Melton and East Midlands Parkway.</p>		<p>Nationally, The SRN carries, on average, four times as many vehicles a day per mile of road than locally managed major roads.</p> <p>Distribution of roads is similar to national averages.</p> <p>The County is among the highest rated for satisfaction with condition of highways in the NHT Public Satisfaction Survey in 2020. 37% satisfaction put the County in the top performing quartile.</p> <p>In terms of new highways development, the LHA provided 2380 minor responses to consultations on planning applications in 2021. 1134 major responses were provided for those</p>	<p>connectivity across Leicestershire, there is less emphasis on east-west movement.</p> <p>The County has a relatively high satisfaction rate for the condition of highways.</p>

<sup>32</sup> [Ordnance Survey Open Zoomstack, 2024](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<i>The Nuneaton to Felixstowe rail freight route passes through the County.</i>		<i>larger schemes.  (Leicestershire County Council, Casualty Reduction 2020-21<sup>33</sup>)</i>	
<i>Rail Network</i>	<i>Across the approximately 175km of railway in Leicestershire, there are 15 stations including: Barrow-upon-Soar Bottesford Hinckley Loughborough Loughborough Central Market Harborough Melton Mowbray Mountsorrel Narborough Nunckley Hill Quorn and Woodhouse Rothley Sileby South Wigston</i>	<i>Priority 3 – Transport Rail electrification identified as a means to ensure carbon emissions from transport do not exceed current levels over the life of the strategy, irrespective of growth in net travel – by the following method.  (Leicestershire County Council, Carbon Reduction Strategy for Leicestershire 2013 – 2020, 2013)  Strategic Growth Plan identified the need for improved railway lines and services from Leicester to Coventry and Birmingham,</i>	<i>No track within Leicestershire is currently electrified. Construction of a 20km section between Market Harborough and South Wigston is due to commence as part of plans for a route upgrade between London and Sheffield.  Leicester, not within Leicestershire but having major strategic ties with the county due to its geography, has the poorest rail connections of the 12 largest cities outside of London.</i>	<i>Whilst there are numerous strategic rail connections, there is significantly less infrastructure to support east-west movement than north-south.  Leicestershire currently has no electrified railway. A small section is in the pipeline for upgrade, but this would only provide electrified services to one of the County’s stations (Market Harborough).  There is a policy aim to increase the amount of freight moved by rail.</i>

<sup>33</sup> [Leicestershire County Council, Casualty Reduction 2020-21](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>Syston</i></p> <p><i>A further three stations form part of the approximate 7.6km of heritage railway network including: Shenton Market Bosworth Shackerstone</i></p>	<p><i>as well as improvements to the Midland Mainline (electrification).</i></p> <p><i>(Strategic Growth Plan Leicester and Leicestershire, Leicester &amp; Leicestershire 2050: Our Vision for Growth, 2018)</i></p> <p><i>“Seek to increase the amount of freight moved by rail”</i></p> <p><i>(Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020<sup>34</sup>)</i></p>		
<p><i>Airports / Airfields</i></p>	<p><i>There are 16 Airports and Airfields across Leicestershire, including: Leicester Airport East Midlands Airport</i></p>		<p><i>East Midlands Airport is the largest employment site in Leicestershire outside of the city of Leicester owing to the logistics and distribution capacity of the area. The</i></p>	<p><i>East Midlands Airport is one of the most significant contributors to the Leicestershire economy. In the North West Leicestershire district where it is located,</i></p>

<sup>34</sup> [Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>Bruntingthorpe Proving Ground</i></p> <p><i>Claybrooke Farm</i></p> <p><i>Twycross (Gopsall House)</i></p> <p><i>Wharf Farm</i></p> <p><i>Eye Kettleby Airstrip</i></p> <p><i>Horse Leys Farm Airstrip</i></p> <p><i>Wymeswold Airstrip</i></p> <p><i>Lodge Farm Airstrip</i></p> <p><i>Buckminster Gliding Club</i></p> <p><i>Stoke Golding</i></p> <p><i>Manor Farm Airstrip</i></p> <p><i>Cottage Farm Airstrip</i></p> <p><i>Bitteswell Farm Airstrip</i></p> <p><i>Husbands Bosworth Airfield</i></p>		<p><i>airport is the busiest in terms of dedicated cargo aircraft movements in the UK, and second to Heathrow in terms of metric tons of freight handled per annum. There is in the region of 500 HGV movements to and from the airport per weekday. North West Leicestershire, the district the airport is located in, has 25% of its workforce employed in distribution, transport and logistics. This is a substantial local strength compared with the national average of 9%.</i></p> <p><i>There is currently no direct rail link to the East Midlands Airport.</i></p> <p><i>(North West Leicestershire, Local Plan: Background Paper 7, 2016<sup>35</sup>)</i></p>	<p><i>25% of working residents are employed in distribution, transport and logistics.</i></p> <p><i>There is a need to consider the noise pollution and carbon emissions of airport operation and development.</i></p>

<sup>35</sup> [North West Leicestershire, Local Plan: Background Paper 7, 2016](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
Road Asset Condition	<p>Figures presented in the County's 2020 Highways Review Strategy show the percentage of assets where structural maintenance should be considered:</p> <p>Carriageways (all): 3%                      A Roads: 2%                      B Roads: 2%                      C Roads: 2%                      Unclassified Roads: 16%                      Footways: 29.4%                      Street Lighting Columns: 10%                      Traffic Signals: 5.81%                      Bridge Spans: 11%</p> <p>(Leicestershire County Council, Highways Asset Management Strategy, 2021<sup>36</sup>)</p>	<p>Leicestershire County Council Highways Asset Management Strategy sets out targets for methodology, budget and resources, performance management and identification of stakeholders in relation to the assessment of highways conditions.</p> <p>(Leicestershire County Council, Highways Asset Management Strategy, 2021<sup>37</sup>)</p>	<p>Data between 2014-20 shows percentage of those assets where structural maintenance should be considered increased most significantly for Carriageways (Unclassified Roads) doubled from 8% to 16%, Footways increased from 8.6% to 29.4%.</p>	<p>Given the projected increase in road traffic, there is a need to continue to address the condition and function of highways infrastructure as a vital part of the transport network.</p> <p>This should also consider active travel routes and the needs of the population.</p>
Air Quality				

<sup>36</sup> [Leicestershire County Council, Highways Asset Management Strategy, 2021](#)

<sup>37</sup> [Leicestershire County Council, Highways Asset Management Strategy, 2021](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
<i>Air Quality Management Areas (AQMAS)</i>	<p>11 total AQMAS across the County.</p> <p>Blaby: 5</p> <p>Charnwood: 4</p> <p>Harborough: 2</p> <p>Hinckley &amp; Bosworth: none</p> <p>Melton: none</p> <p>North West Leicestershire: 2</p> <p>Oadby &amp; Wigston: none</p> <p>(Defra, List of Local Authorities with AQMAS, 2024<sup>38</sup>)</p>	<p>Leicester and Leicestershire Strategic Transport Priorities, Theme 3: Travel Around Leicestershire identifies the aim to make a “commitment to play an active role with partners to inform local decision making to improve air quality”.</p> <p>(Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020<sup>39</sup>)</p>	<p>Blaby: 2 AQMAS revoked 2015-16, an additional added 2018</p> <p>Charnwood: 3 of the AQMAS over 20 years old.</p> <p>Harborough: most recent addition in 2017</p> <p>Hinckley &amp; Bosworth: none, 2 were revoked in 2004.</p> <p>Melton: none, one revoked 2002</p> <p>North West Leicestershire: 3 revoked since 2020</p> <p>Oadby &amp; Wigston: 4 revoked in 2008.</p>	<p>The majority of the 11 AQMAS in the County are due to road traffic emissions.</p> <p>Given the projected increase in vehicle traffic, there is likely also to be an increase in particulate matter emissions. This may be offset by modal shift and an increased move to the use of electric vehicles, public transport, and active travel alternatives.</p>
<i>Traffic Volumes and Congestion</i>	<p>2-way traffic also increased in all market towns between 2011 and 2016 in the AM PEAK, with the exception of Colaville, Lutterworth and Oadby &amp; Wigston. The highest increases were observed in Market</p>	<p>Leicester and Leicestershire Strategic Transport Priorities, Theme 3: Travel Around Leicestershire identifies the aims to “encourage travel by sustainable and active modes, where it is practicable” and to commit</p>	<p>By 2041, LCC predicts a 29% increase in vehicle kilometres travelled across the County, a 69% increase in delays and a 7% decrease in speeds across the network.</p>	<p>Road traffic volumes are predicted to increase by nearly a third by 2041 with an increase in delays by over two-thirds (LCC data).</p>

<sup>38</sup> [Defra, List of Local Authorities with AQMAS, 2024](#)

<sup>39</sup> [Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues												
	<p>Harborough (19.71), Melton Mowbray (15.76%) and Loughborough (11.49%).</p> <p>(Leicestershire County Council, Transport Trends in Leicestershire, 2016<sup>40</sup>)</p>	<p>to “manage the network to ensure the smooth and efficient flow of traffic, in line with the Network Management Duty.”.</p> <p>(Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020<sup>41</sup>)</p>														
<b>Geology and Soils</b>																
Agricultural Land Classification (ALC)	<p>Provisional ALC data shows the following percentage per grade across Leicestershire:</p> <table border="0"> <tr> <td>Grade 1:</td> <td>0.03%</td> </tr> <tr> <td>Grade 2:</td> <td>10.73%</td> </tr> <tr> <td>Grade 3:</td> <td>75.84%</td> </tr> <tr> <td>Grade 4:</td> <td>6.49%</td> </tr> <tr> <td>Non Agricultural:</td> <td>0.57%</td> </tr> <tr> <td>Urban:</td> <td>6.33%</td> </tr> </table>	Grade 1:	0.03%	Grade 2:	10.73%	Grade 3:	75.84%	Grade 4:	6.49%	Non Agricultural:	0.57%	Urban:	6.33%	<p>‘Where significant development of agricultural land is unavoidable use of poorer quality land should be sought in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations.’</p> <p>(Leicestershire County Council, Leicestershire</p>	<p>With additional housing need, pressure will increase for development (including associated highways infrastructure) on agricultural land.</p>	<p>Leicestershire has a high proportion of best and most versatile agricultural land. The growing demand for housing (and associated transport infrastructure) means there is potential for loss of best and versatile agricultural land due to competition from development.</p>
Grade 1:	0.03%															
Grade 2:	10.73%															
Grade 3:	75.84%															
Grade 4:	6.49%															
Non Agricultural:	0.57%															
Urban:	6.33%															

<sup>40</sup> [Leicestershire County Council, Transport Trends in Leicestershire, 2016](#)

<sup>41</sup> [Leicestershire County Council and Leicester City Council, Strategic Transport Priorities: 2020-2050, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<i>(Provisional Agricultural Land Classification, Natural England<sup>42</sup>)</i>	<i>Minerals and Waste Local Plan up to 2031<sup>43</sup>)</i>		
Contaminated Land	<p>236 brownfield land sites across County totalling 245ha.</p> <p>145 Category 1 &amp; 2 Pollution Incident entries within the County.</p>	<p><i>I: Reduce pollution and contaminated.</i></p> <p><i>(Leicestershire County Council, Environment Strategy 2018-2030: delivering a better future<sup>44</sup>)</i></p>	<p><i>Brownfield land sites and category 1 &amp; 2 pollution events per district are as follows:</i></p> <p><i>Blaby: 1 brownfield land site, 20 category 1 &amp; 2 pollution incidents.</i></p> <p><i>Charnwood: 107 brownfield land sites, 31 category 1 &amp; 2 pollution incidents.</i></p> <p><i>Harborough: 27 brownfield land sites, 16 category 1 &amp; 2 pollution incidents.</i></p> <p><i>Hinckley &amp; Bosworth: 10 brownfield land sites, 25 category 1 &amp; 2 pollution incidents.</i></p> <p><i>Melton: 49 brownfield land sites, 24 category 1 &amp; 2 pollution incidents.</i></p>	<p><i>There are numerous isolated records of land contamination across the County. These should be considered when developing new transport infrastructure.</i></p> <p><i>There is also potential for localised impacts from transport related pollution incidents, most significantly in and around urban centres.</i></p>

<sup>42</sup> [Provisional Agricultural Land Classification, Natural England](#)

<sup>43</sup> [Leicestershire County Council, Leicestershire Minerals and Waste Local Plan up to 2031](#)

<sup>44</sup> [Leicestershire County Council, Environment Strategy 2018-2030: delivering a better future](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
			<p><i>North West Leicestershire: 18 brownfield land sites, 29 category 1 &amp; 2 pollution incidents.</i></p> <p><i>Oadby &amp; Wigston: no brownfield land sites or category 1 &amp; 2 pollution incidents.</i></p>	
<p><i>Geodiversity and Soilscape</i></p>	<p><i>17 of the County's SSSI have been designated due to their geological importance. Regionally Important Geological Sites (RIGS).</i></p> <p><i>48 Locally Important Geological Sites.</i></p> <p><i>Richest soils are located within the north east, associated with the underlying limestone. Within the north west area of the County there are acidic soils over mudstones and sandstones, including within coalfield areas. The rest of the County soils are mostly neutral and variable, dependent on the local drift</i></p>	<p><i>Leicestershire County Council Minerals and Waste Plan</i></p>	<p><i>Exposures of rocks and superficial deposits which provide an important resource for education occur naturally in Leicestershire, as well as being revealed in cuttings and quarries. These are protected by SSSI or RIGS designation.</i></p>	<p><i>A number of designated sites for geodiversity exist within the County.</i></p> <p><i>New transport system development or maintenance should consider the potential effects on geology and soils. New development has potential to expose rock deposits which could have value for educational/scientific understanding.</i></p>

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>geology, which are mostly associated with arable farming.</i></p> <p><i>(Leicestershire County Council, Action for Nature: A Strategic Approach to Biodiversity, Habitat and the Local Environment for Leicestershire County Council, 2021<sup>45</sup>)</i></p>			
<b>Water Environment</b>				
<p><i>Flood Risk</i></p>	<p><i>Historic flooding and risk from reservoirs largely correlates to routes along rivers, namely the River Soar, River Wreake, River Sence, and River Mease. Over 1,300 local flood events in the County between 1996 and 2011. The most significant of these</i></p>	<p><i>The Local Flood Risk Management Strategy objectives are:</i></p> <p><i>To manage local flood risk through the effective management of flood risk assets, watercourses, and catchments.</i></p> <p><i>To manage local flood risk through encouraging sustainable development.</i></p> <p><i>To manage local flood risk</i></p>	<p><i>The majority of the County is in very low flood risk areas. High flood risk is mostly along banks of major rivers and in lowest topographic areas.</i></p> <p><i>Significant flood incidents witnessed in recent history, 500 homes and businesses damaged in January 2024. LCC can only provide advice</i></p>	<p><i>The County is subject to large areas of flood risk from fluvial sources and surface water.</i></p> <p><i>This has potential to affect the existing and future highways network. Surface drainage from the highways network has potential to exacerbate flooding. Effective drainage measures should be included in all new</i></p>

<sup>45</sup> [Leicestershire County Council, Action for Nature: A Strategic Approach to Biodiversity, Habitat and the Local Environment for Leicestershire County Council, 2021](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>occurred in 2012, 2013, 2016, 2019 and 2020.</p> <p>Market Harborough, Loughborough and Hinckley and Burbage have been identified as 'nationally significant' surface water flood risk areas.</p> <p>(Assessment of Local Flood Risk, Leicestershire County Council, 2024<sup>46</sup>)</p> <p>Flood zoning reflects increased risk along routes of rivers named above, if any, majority flood zone 1 with smaller concentrations of zone 2 and 3 along routes of rivers named above.</p> <p>(Flood Plan Explorer, Environment Agency<sup>47</sup>)</p>	<p>through effective preparedness, response to, and recovery from flood events.</p> <p>To better understand local flood risk and impacts, informing approaches to managing this risk.</p> <p>To manage local flood risk through developing and or managing local projects for at-risk communities.</p> <p>(Leicestershire County Council, Local Flood Risk Management Strategy Action Plan, 2024<sup>48</sup>)</p>	<p>to planning authorities as the lead local flood authority.</p>	<p>road infrastructure and flood risk areas should be avoided where possible.</p> <p>Flood risk will continue to increase with climate change. In May 2019 LCC declared a climate emergency in recognition of local and wider impacts.</p> <p>Although LCC is Lead Local Flood Authority, they do not necessarily have the powers or responsibilities to physically implement measures to address all flooding related matters. Partner organisations such as Environment Agency, water companies including Anglian Water, and District and Borough Councils and Internal Drainage Boards</p>

<sup>46</sup> [Assessment of Local Flood Risk, Leicestershire County Council, 2024](#)

<sup>47</sup> [Flood Plan Explorer, Environment Agency, 2024](#)

<sup>48</sup> [Leicestershire County Council, Local Flood Risk Management Strategy Action Plan, 2024](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
				<i>have individual roles.</i>
<i>Drainage Utility</i>	<i>An internal Climate Change Risk and Resilience Review in 2021 identified 'good co-operation' between Flood Risk Management and Highways on mapping small drainage. 136,000 drains and gullies were identified over 2,575 miles of road. In spite of this, there remains an 'unknown' small drainage network which is considered a high risk for flooding.</i>	<i>Highway drainage maintenance - 'The Local Highway Authority will continue to maintain highway drainage assets in accordance with the Leicestershire Highway Infrastructure Asset Management Plan'</i>  <i>(Leicestershire County Council, Local Flood Risk Management Strategy Action Plan, 2024<sup>49</sup>)</i>		<i>Forming part of the transport network, LCC maintains 4,686km of roads and, as the LHA, is responsible for watercourses running under highway and managing risk of highway flooding.</i>
<b>Waste and Minerals</b>				
<i>Minerals</i>	<i>17,485,153 tonnes of mineral provided within Leicestershire per annum as per last Minerals and Waste Local Plan (MWLP). Aggregate minerals include igneous rock, sand and</i>	<i>Look to make use of production capacity at sites that are currently inactive in order to maintain the level of provision from quarries within Leicestershire.</i>  <i>(Leicestershire County</i>	<i>There will be a potential shortfall of sand and gravel reserves within Leicestershire over the period to 2031 of some 7.67 million tonnes based on current production guidelines.</i>	<i>A number of sites across the County are allocated for minerals extraction and there are numerous Minerals Safeguarding Areas (MSA).  The transport network should seek to avoid the</i>

<sup>49</sup> [Leicestershire County Council, Local Flood Risk Management Strategy Action Plan, 2024](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>gravel, and limestone. Energy materials include oil and coal, while construction materials consist of clay (brickclay, fireclay), building stone and gypsum.</p> <p>(Leicestershire County Council, Leicestershire Minerals and Waste Local Plan up to 2031<sup>50</sup>)</p>	<p>Council, Local Aggregate Assessment, 2022<sup>51</sup>)</p>	<p>(Leicestershire County Council, Local Aggregate Assessment, 2022<sup>52</sup>)</p>	<p>sterilisation of any such resources and also help to maintain adequate assess, including for heavy goods vehicles, to meet county and country mineral need.</p> <p>When constructing and maintaining transport infrastructure, mineral sites where production capacity is currently inactive should be utilised in order to maintain the level of provision from quarries within Leicestershire given the potential for shortfall of reserves over the period to 2031.</p>
<p>Waste</p>	<p>There are approximately 46 primary waste transfer stations within Leicestershire.</p>	<p>Enhance Leicestershire's performance to support the delivery of the national recycling target of 65% by 2035.</p>	<p>There is a cluster of waste transfer and recycling sites to the southwest of Leicester, though beyond this, sites and generally located within the north</p>	<p>The transport network should seek to maximum the possible reuse, recycling, composting and recovery of value from waste during maintenance or new</p>

<sup>50</sup> [Leicestershire County Council, Leicestershire Minerals and Waste Local Plan up to 2031](#)

<sup>51</sup> [Leicestershire County Council, Local Aggregate Assessment, 2022](#)

<sup>52</sup> [Leicestershire County Council, Local Aggregate Assessment, 2022](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>(Leicestershire County Council, Map Waste Recycling and Waste Transfer Stations within Leicestershire, 2019<sup>53</sup>)</i></p> <p><i>Waste facilities also include 14 Recycling and Household Waste Sites, 9 active landfill sites, 8 composting sites across the County.</i></p> <p><i>(Leicestershire County Council, Map of Other Waste Operations within Leicestershire, 2019<sup>54</sup>)</i></p> <p><i>There are approximately 57 sewage treatment works within Leicestershire.</i></p> <p><i>(Leicestershire County Council, Map of Sewage</i></p>	<p><i>(DEFRA and DAERA, Circular Economy Package Policy Statement, 2020<sup>56</sup>)</i></p>	<p><i>east of Leicester Principal Urban Area and in and around Hinckley and Loughborough.</i></p>	<p><i>development.</i></p> <p><i>Provision of waste facilities within the county should be made as to reduce the distance untreated waste is transported.</i></p>

<sup>53</sup> [Leicestershire County Council, Map Waste Recycling and Waste Transfer Stations within Leicestershire, 2019](#)

<sup>54</sup> [Leicestershire County Council, Map of Other Waste Operations within Leicestershire, 2019](#)

<sup>56</sup> [DEFRA and DAERA, Circular Economy Package Policy Statement, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<i>Treatment Works within Leicestershire, 2019<sup>55</sup></i>			
<b>Cultural Heritage</b>				
<i>Heritage Assets</i>	<p>1 registered battlefield, Battle of Bosworth (Field) 1485.</p> <p>179 Scheduled Monuments within County.</p> <p>4034 Listed buildings within Leicestershire, 79 Grade I, 296 Grade II* and 3659 Grade II.</p> <p>(Historic England, 2024)</p>	<p>Strategic Outcomes: Great Communities 'Cultural and historical heritage are enjoyed and conserved.'</p> <p>(Leicestershire County Council, Strategic Plan 2022-2026<sup>57</sup>)</p>	<p>50 heritage assets designated as 'heritage at risk', including:</p> <p>4 Scheduled Monuments 9 Listed Buildings 5 Conservation Areas 1 Registered Park &amp; Garden 26 Places of Worship (all churches)</p> <p>(Historic England, Heritage at Risk Register 2022 – Midlands, 2022<sup>58</sup>)</p>	<p>The County has a wide and varied heritage including a large number of protected assets in addition to archaeological potential. Some of these are designated as heritage at risk.</p> <p>There is potential for heritage assets to be affected directly or indirectly (e.g. through setting) by transport development.</p>
<b>Landscape and Townscape</b>				
<i>Landscape Designation</i>	<p>140 conservation areas within Leicestershire, including the Grand Union Canal and the Ashby-de-la-</p>	<p>J: Conserve and enhance the character, diversity and local distinctiveness of Leicestershire landscapes</p>	<p>As part of National Model Design Code (NMDC) - 14 councils across England given £50,000 each to</p>	<p>Whilst there are no National Parks or National Landscapes within Leicestershire, it has a</p>

<sup>55</sup> [Leicestershire County Council, Map of Sewage Treatment Works within Leicestershire, 2019](#)

<sup>57</sup> [Leicestershire County Council, Strategic Plan 2022-2026](#)

<sup>58</sup> [Historic England, Heritage at Risk Register 2022 – Midlands, 2022](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>Zouch Canal. No conservation areas are within Charnwood or Melton.</i></p> <p><i>1 design code area, North West Leicestershire District Design Code Area.</i></p> <p><i>18 Country Parks within County covering a total of 1318 ha.</i></p> <p><i>13 distinct National Character Areas within Leicestershire and 18 local landscape character areas.</i></p> <p><i>(Natural England, 2024)</i></p>	<p><i>and towns, and provide opportunities for public access and enjoyment of green spaces.</i></p> <p><i>(Leicestershire County Council Environment Strategy 2018-2030<sup>59</sup>)</i></p>	<p><i>develop new design codes to raise the design bar with regard to outlining what the council want.</i></p>	<p><i>distinct and locally important landscape and townscape character. There are numerous Conservation Areas, Country Parks and Design Code areas.</i></p> <p><i>New transport development should seek to minimise impacts on landscape/ townscape and visual amenity and, where appropriate incorporate enhancement measures and appropriate planting/screening.</i></p>
<p><i>Light Pollution</i></p>	<p><i>The amount light pollution largely correlates to built up areas where it is at its highest concentrations. It is most significant within the suburbs Leicester as well as Loughborough, Hinckley,</i></p>	<p><i>N/A</i></p>	<p><i>Light pollution has increased significantly over time as a consequence of both new residential/commercial development and associated transport infrastructure.</i></p>	<p><i>Built up areas and roads are significant sources of light pollution in the County. This also includes freight interchanges and airports. There are few darker areas, concentrated more towards</i></p>

<sup>59</sup> [Leicestershire County Council Environment Strategy 2018-2030, 2020](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<i>and East Midlands Airport. Levels of light pollution are much lower in the rural areas of the county to the south and east.</i>			<i>the rural areas to the south and east.</i>
Noise Pollution	<i>Roads, railways, and airports are a significant source of noise pollution in the County.</i>		<i>Road traffic noise has increased steadily with a growth in traffic levels over time increasing the exposure to existing residents and for new developments.</i>	<i>As part of the transport network, road noise is a significant and growing issue with more areas of the County being identified as Noise Important Areas. New roads and railway are a notable source of new noise pollution.</i>
Climate Change and Carbon				
Transport Sector Carbon Dioxide (CO <sub>2</sub> ) Emissions	<i>In 2021, 38% of Leicestershire's carbon emissions (1,597.5 ktCO<sub>2</sub>e) came from the transport sector.  23% of this comes from either motorways or A roads. Minor roads represent 11% of transport sector emissions.</i>	<i>Strategic Outcomes: Clean and Green 'Resources are used in an environmentally sustainable way'  The economy and infrastructure are low carbon and environmentally friendly' (Leicestershire County Council, Strategic Plan 2022-</i>	<i>The County's transport emissions are above average when compared with the UK. By 2041, carbon emissions from the transport network are predicted to increase by over 5% (LCC data).</i>	<i>Carbon emissions from the transport sector are proportionally high compared with other counties. This is partly due to the presence of the strategic road network in the County. However, the LHA road network is also a source and projected traffic growth is anticipated to exacerbate this in the future. This may be offset by modal shift and</i>

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p><i>Emissions have seen a total reduction of 28% between 2005 and 2021.</i></p> <p><i>Hinckley and Bosworth: HVO biodiesel fuel for council HGV fleet, emitting 90% fewer emissions.</i></p>	<p>2026<sup>60)</sup></p>		<p><i>an increased move to the use of electric vehicles, public transport, and active travel alternatives.</i></p>
<p><i>Local Climate Projections</i></p>	<p><i>By the 2050s, it is projected there is a 50% change that Leicestershire will experience summers that are on average over 2°C warmer than the 1990s, with a hottest day that is also over 2°C warmer than the previous maximum;</i></p> <p><i>There is a 10% risk that Leicestershire will experience summers in the 2050s that are on average 3°C warmer than the 1990s, with a hottest day that is</i></p>	<p><i>Strategic Outcomes:</i></p> <p><i>Great Communities</i></p> <p><i>‘Communities are prepared for and resilient to emergencies’</i></p> <p><i>Clean and Green</i></p> <p><i>‘People act now to tackle climate change’</i></p> <p><i>(Leicestershire County Council, Strategic Plan 2022-2026<sup>62)</sup></i></p>	<p><i>Even within best case scenarios, climate change and average conditions are projected to change in terms of a rise in average temperatures, wetter winters, and drier summers.</i></p> <p><i>With this comes an increase in the frequency and intensity of major weather events, including extreme rainfall and flooding, and the number and severity of heatwaves.</i></p>	<p><i>Climate change is predicted to result in a significant increase in storm frequency and intensity and summer heatwaves. The transport network needs to prepare for this through resilience measures in design and management.</i></p> <p><i>Durable materials and design should be considered to accommodate this. An increased use of nature-based solutions should also be considered.</i></p>

<sup>60</sup> [Leicestershire County Council, Strategic Plan 2022-2026](#)

<sup>62</sup> [Leicestershire County Council, Strategic Plan 2022-2026](#)

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	<p>over 4°C warmer than before;                      Winter rainfall in the County is most likely to increase by less than 10% by the 2050s, but there is a 10% chance that the increase could be over 30%.</p> <p>(Leicestershire County Council, Climate Change Risk and Resilience Review and Assessment, 2021<sup>61</sup>)</p>			<p>Transport networks are also vulnerable to ‘cascading events’ where interruptions to services such as fuel or power supplies as a result of climate change presents a significant risk.</p>
<p>EV Infrastructure</p>	<p>EV Infrastructure data as of January 2023:</p> <p>County Total: 286</p> <p>Blaby: 57                      Charnwood: 43                      Harborough: 52                      Hinckley &amp; Bosworth: 51                      Melton: 8                      North West Leicestershire:</p>	<p>Climate Emergency declared in 2019 with zero carbon target for Leicestershire County Council operations set for 2030 ahead of national targets, and at county-level by 2045 ahead of the government target of 2050.</p> <p>(Leicestershire County Council, 2030 Net Zero</p>	<p>Increased number of EV charging points, national rate per 100,00 55.7 as of January 2023 compared to County rate of 40.1.</p> <p>County growth rate of EV charging points is higher than national average between 2020-23 (155% increase vs 129% increase).</p>	<p>There is a need for additional Electric Vehicle (EV) infrastructure to support the transition from petrol and diesel vehicles in order to ensure the transport network facilitates sustainable modes of travel.</p> <p>While the growth rate of EV charging points is above than the national average (2020-23) the current rate</p>

<sup>61</sup> Leicestershire County Council, Climate Change Risk and Resilience Review and Assessment, 2021

General Indicator	Quantified Data and Source	Targets (if applicable)	Trends	Key Issues
	35 Oadby and Wigston: 40  (Department for Transport, EV Charging Device Statistics, 2024 <sup>63</sup> )	Council Action Plan, 2022 <sup>64</sup>		per 100,000 population is below.

<sup>63</sup> [Department for Transport, EV Charging Device Statistics, 2024](#)

<sup>64</sup> [Leicestershire County Council, 2030 Net Zero Council Action Plan, 2022](#)

Figure A-1 Biodiversity baseline data

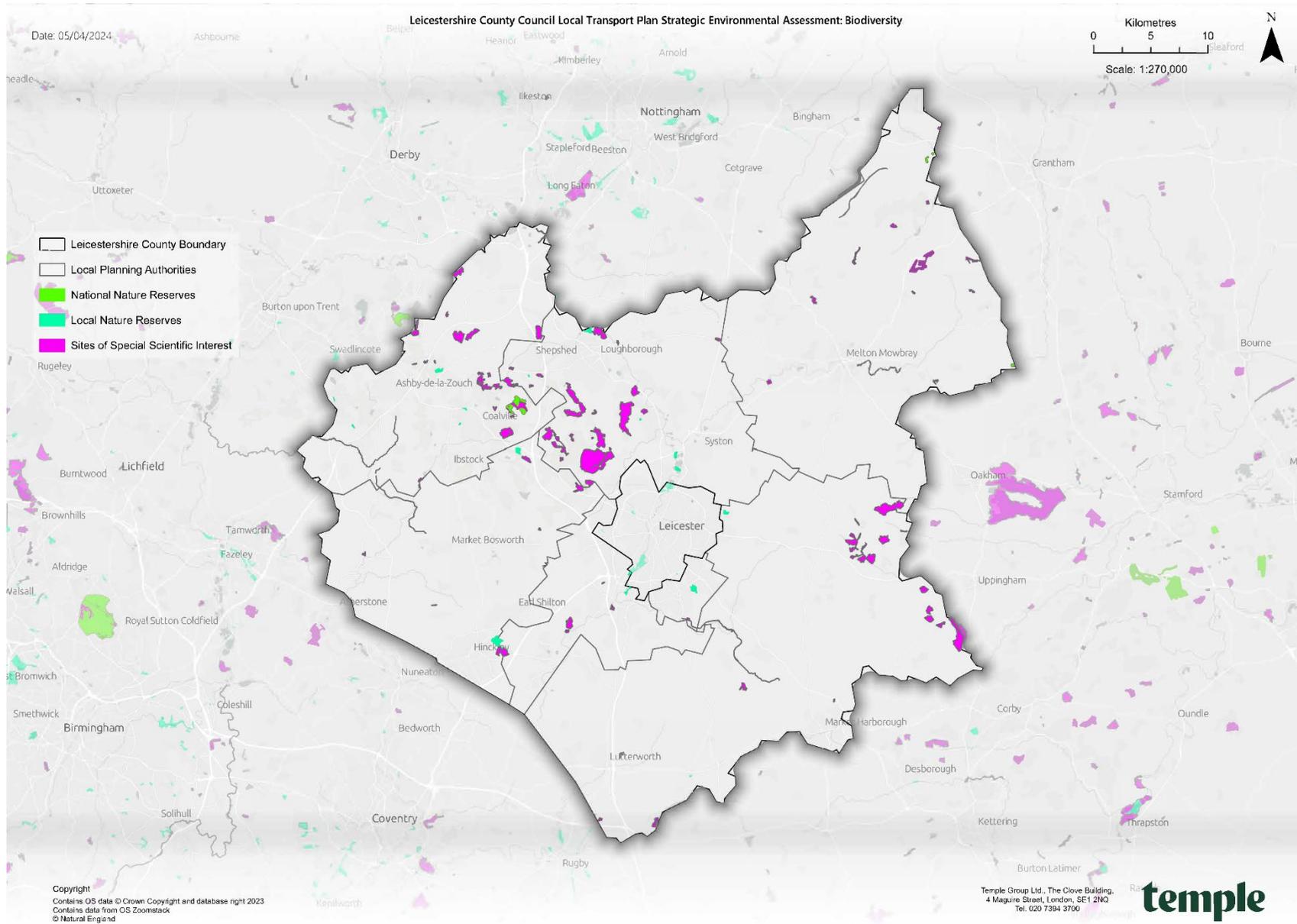


Figure A-2 Material Assets baseline

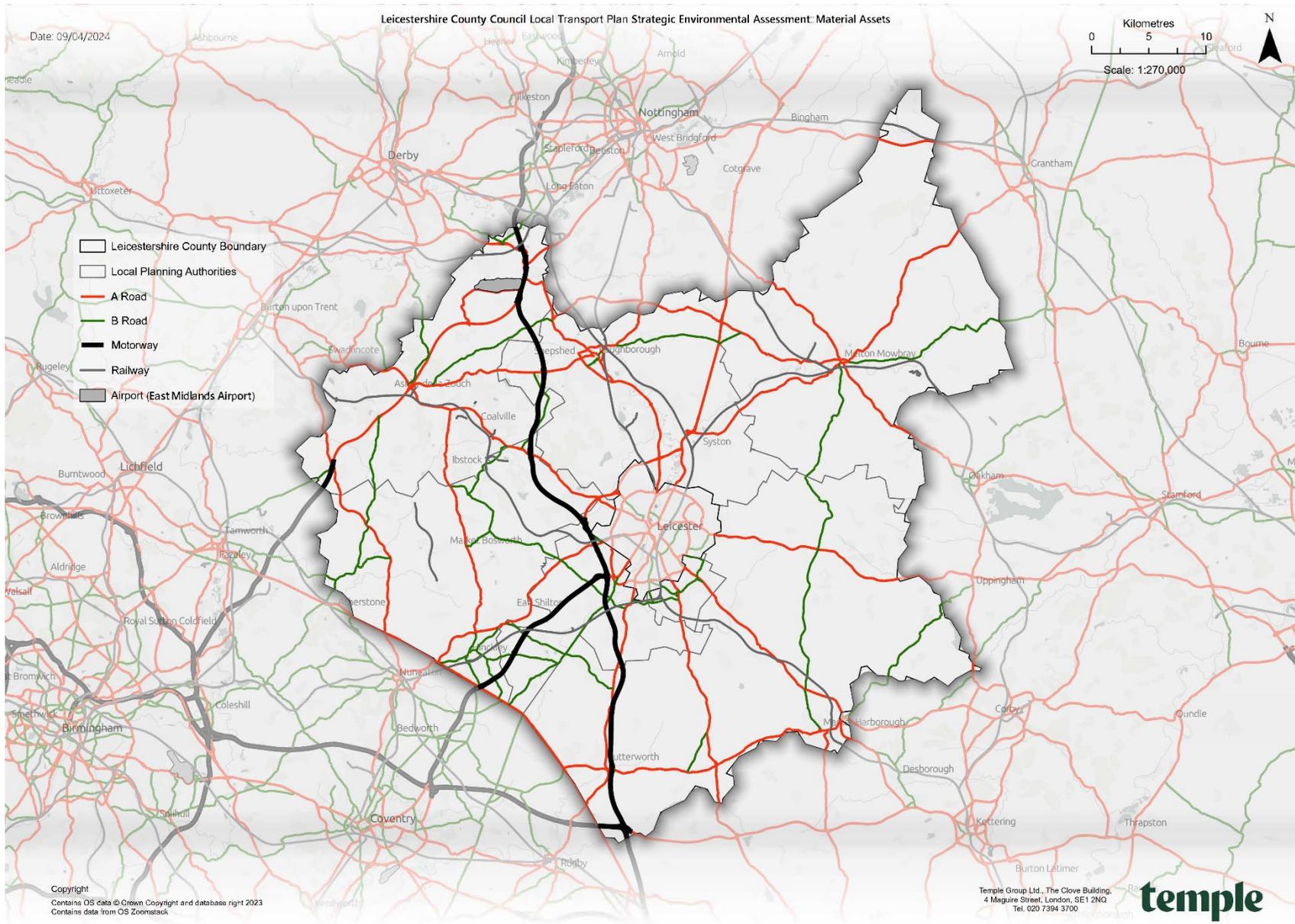


Figure A-3 Geology and Soils provisional Agricultural Land Classification (ALC) baseline data

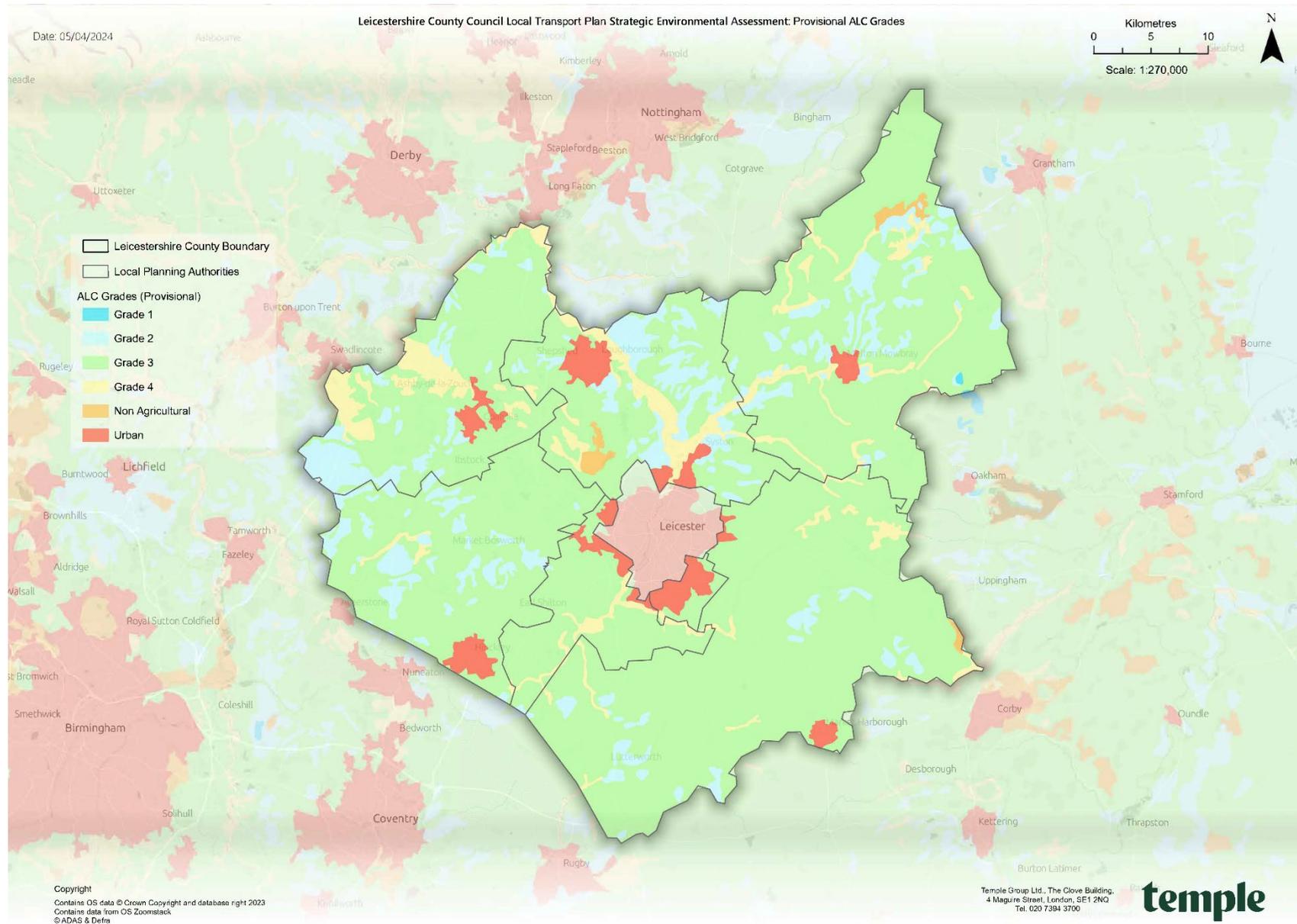


Figure A-4 Geology and Soils contaminated land baseline data

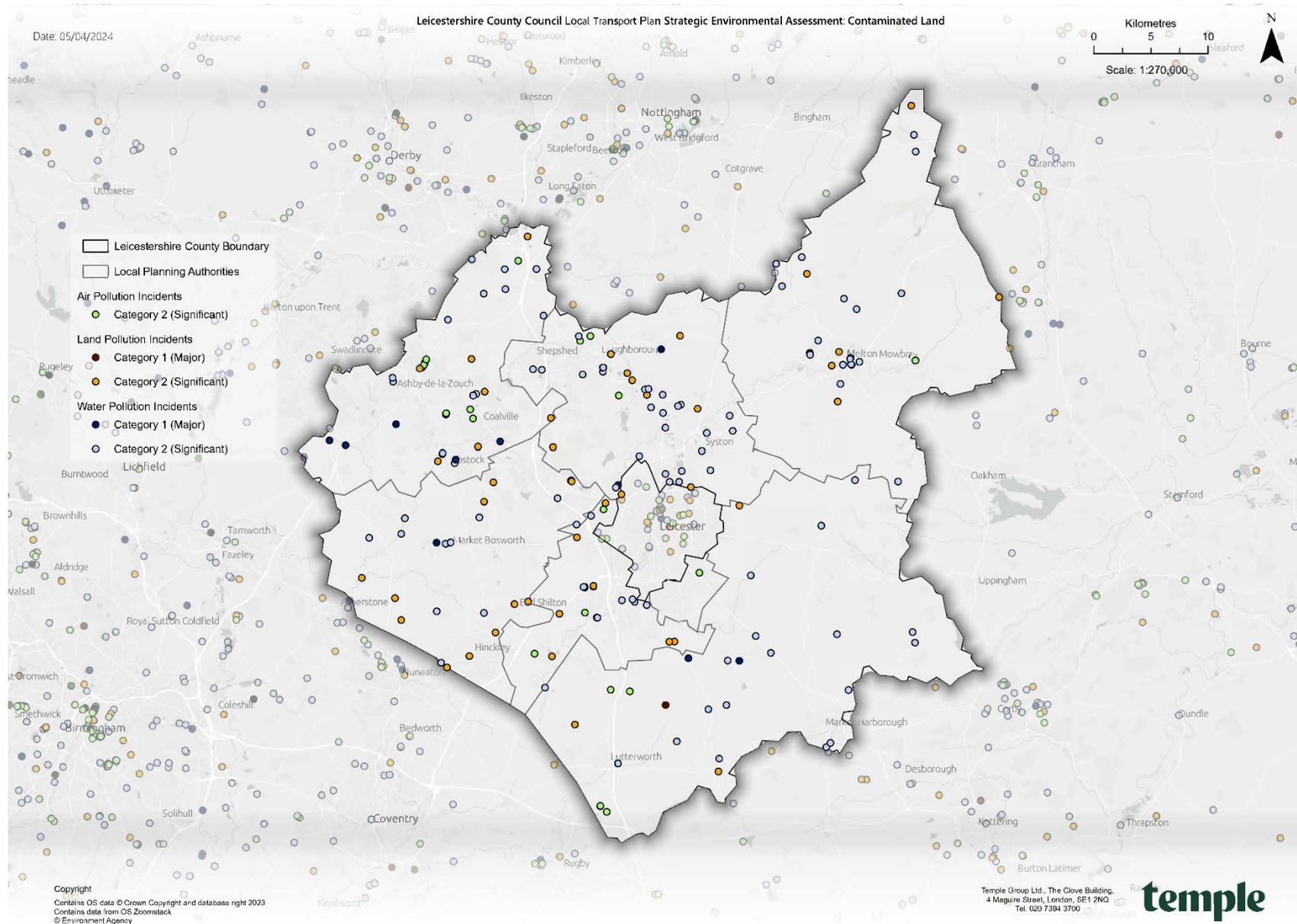


Figure A-5 Water Environment baseline data

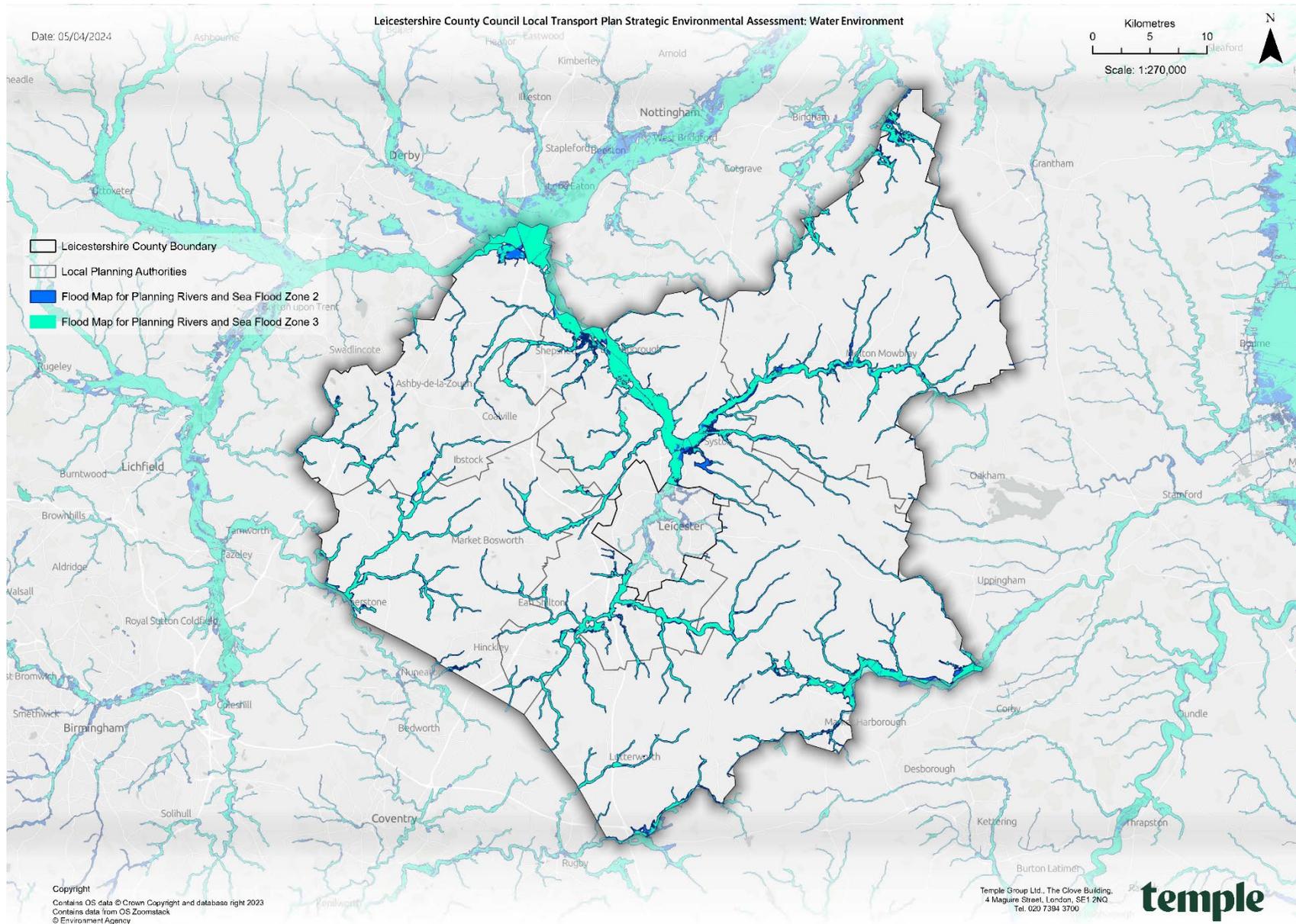


Figure A-6 Cultural Heritage baseline data

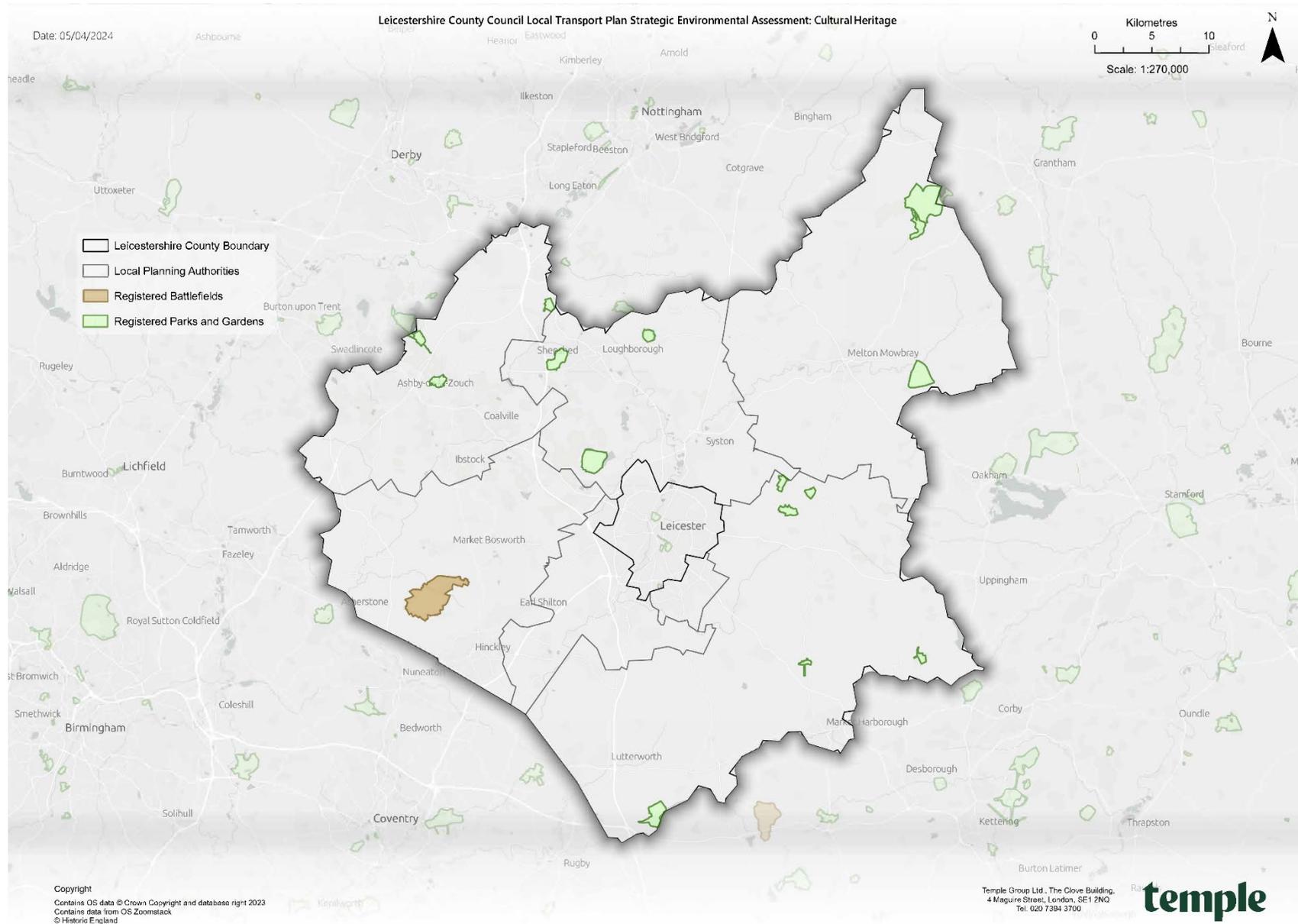
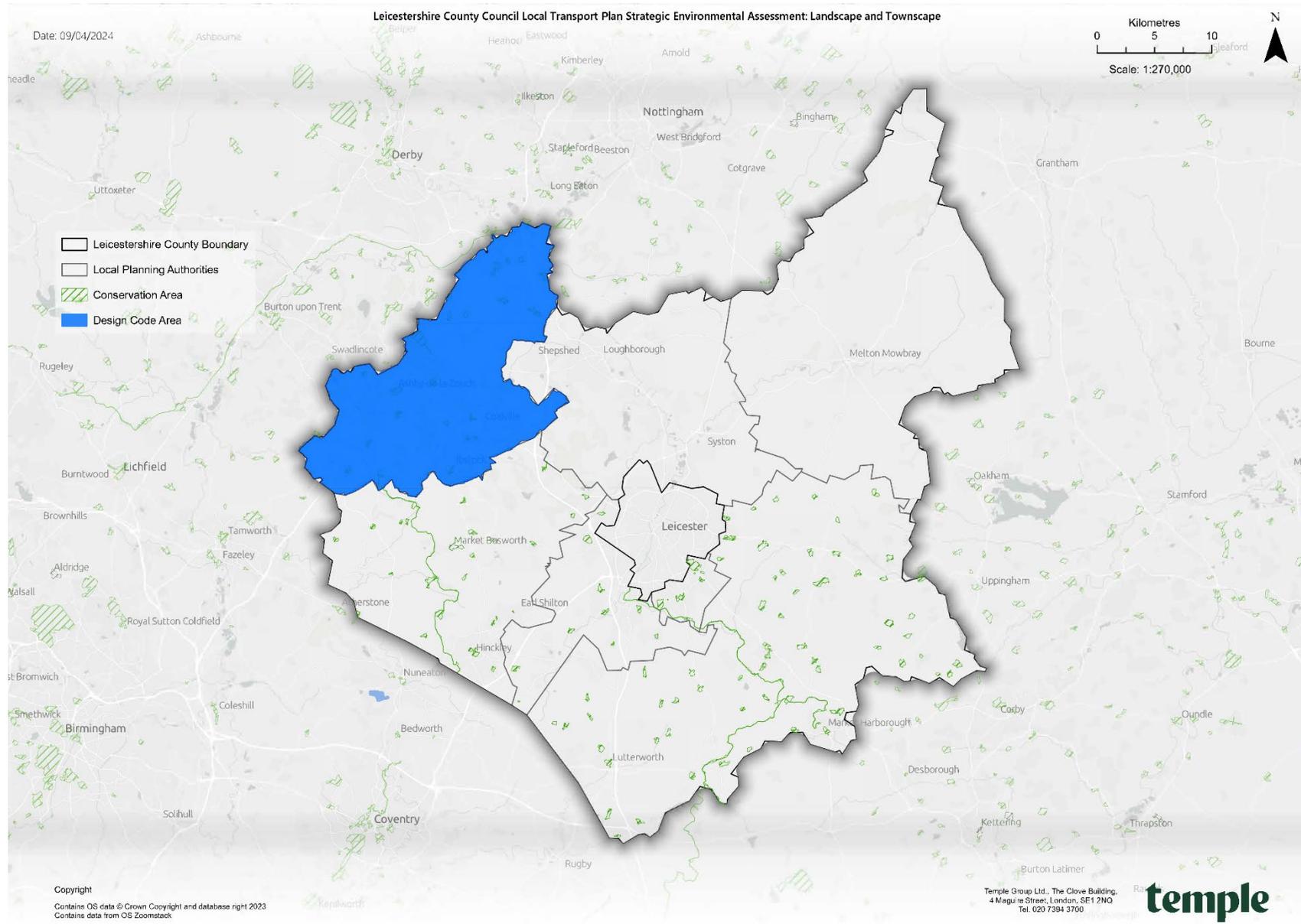


Figure A-7 Landscape and Townscape baseline data



## Appendix B: Relevant Plans, Programmes and Policies

### International, National and Local Environmental Protection Policies, Plans and Programmes

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<b>Biodiversity</b>	
<p>National Planning Policy Framework, The Conservation of Habitat and Species Regulations 2017; Environment Act 2021; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); 'A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council); Natural Environment &amp; Rural Communities Act (NERC) 2006; Leicestershire County Council's Strategic Plan 2022-2026; Leicestershire Climate and Nature Pact; LCC Environment Strategy 2018 – 2030: delivering a better future; LCC Strategic Growth Plan (2018); Leicester, Leicestershire &amp; Rutland Biodiversity Action Plan; Spaces for Wildlife 2016-2026; Leicestershire County Council, Action for Nature: A Strategic Approach to Biodiversity, Habitat and the Local Environment for Leicestershire County Council (2021); Our 25 year vision for the National Forest a green print for the nation; Analysis of Accessible Natural Greenspace for Leicestershire and Rutland (2022); Leicester and Leicestershire Strategic Transport Priorities 2020-2050.</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• Protection and enhancement of biodiversity, including national conservation sites, local nature reserves, local wildlife sites and irreplaceable habitats, and the natural environment - The ambition is to not only avoid, mitigate and compensate for the loss in habitats and species within Leicestershire, but to enhance and create space for nature.</li> <li>• Biodiversity Net Gain of 10%.</li> <li>• Promotion of nature-based solutions and working with nature to achieve multiple benefits (air quality, carbon removal, soils and flooding).</li> <li>• Emphasis on increased woodland cover in the National Forest.</li> <li>• ~82% of land across the area is managed for agriculture.</li> <li>• Developing a Local Nature Recovery Strategy - ensuring that opportunities to recover nature are joined-up.</li> <li>• Landscape scale approach - approaches focused on preserving, conserving and enhancing nature and meeting other environmental objectives such as climate change, flood mitigation and improved air and water quality.</li> <li>• Biodiversity also has an important role in climate change adaptation and mitigation.</li> <li>• Expanding and creating new accessible natural greenspace should be explored through agri-environment, biodiversity net gain and green infrastructure associated with new development.</li> <li>• Expanding on existing areas of good access to nature.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
	<ul style="list-style-type: none"> <li>• GI should maintain and enhance biodiversity to deliver a net gain for biodiversity and provide connectivity to provide ecological resilience in the face of climate change.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• Across the Leicestershire, Leicester, and Rutland local nature recovery strategy area, less than 1% of the area has a high biodiversity score. Also approximately only 6% of the area is covered by woodland, compared to the national average of 13% -</li> <li>• Biodiversity Decline in Leicestershire, Leicester &amp; Rutland</li> <li>• Leicestershire is one of the least wooded counties - Tree cover is less than 6% compared with 13% in UK overall.</li> <li>• The quality of roadside verges was previously identified as being in declining quality in the most recent Biodiversity Action Plan.</li> <li>• Invasive species of plant and animal are often now naturalised into our landscape but in some cases where they ‘crowd’ out our vulnerable natives.</li> </ul>
<b>Population and Human Health</b>	
<p>National Planning Policy Framework; Environment Act 2021; Gear Change (2020); Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); The Government Cycling and Walking Plan for England (2020); Active Travel England (2020); walking and cycling plan for England, Gear Change (2020) Decarbonising transport: setting the challenge (2020) A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• Support people to make healthier choices.</li> <li>• Sustainable travel hierarchy which prioritises active travel and promotes cycling and walking in preference to single occupancy car use for movement of people.</li> <li>• Increasing the use of green spaces for active recreation, making streets safer, improving air quality.</li> <li>• GI should include linear features and high-quality off-road access routes for pedestrians and cyclists.</li> <li>• Encouraging active and sustainable travel and promote sustainable access to jobs and training.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<p>City Council); Leicestershire County Council's Strategic Plan 2022-2026; Countryside &amp; Rights of Way Act 2000 (CRoW); Planning Practice guidance: Healthy and Safe Communities (2014); Natural Environment &amp; Rural Communities Act (NERC) 2006; Open Space, Sports and Recreation Facilities, Public Rights of Way and Local Greenspace (2014); Equality Act (2010); Health and Social Care Act (2012); Healthy Lives, Healthy People strategy (DHSC, 2013); LCC Cycling and Walking Strategy Action Plan - 2023; Leicester and Leicestershire Strategic Transport Priorities 2020-2050; Local Transport Plan (LTP3) 2011-2026; Leicestershire County Council's Strategic Plan 2022-2026; LCC Annual Report of the Director of Public Health (2019); LCC Public Health Strategy 2022-2027; Joint Health and Wellbeing Strategy 2022-32; Leicestershire Healthy Schools Programme.</p>	<ul style="list-style-type: none"> <li>• Helping people to improve their health through physical activity.</li> <li>• Promotion of road safety initiatives, safe infrastructure, and the protection of vulnerable road user.</li> <li>• Placing cycling at the heart of planning for maintenance and development of transport infrastructure.</li> <li>• The need for social inclusion through the retention and creation of equal access when building or maintaining transport infrastructure.</li> <li>• Deliver social benefits to the local population, supporting their mental and physical health, providing shelter and shading for people, ameliorating poor air quality, and providing a focus for social inclusion, community development and lifelong learning.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• The percentage of physically active adults in Leicestershire is significantly worse than the national average.</li> <li>• There are pockets of high deprivation, measured using the Index of Multiple Deprivation (IMD) in areas of Loughborough, Northwest Leicestershire and Hinckley &amp; Bosworth.</li> <li>• Population count and density is increasing across every district. Housing demand will increase pressure on development within rural areas where access improvements will be required.</li> <li>• Rural areas with increasing older age profiles and reliance on driving a car or van to work.</li> <li>• Melton and Harborough communities have the least access to nature. Often these deprivations occur in rural areas which are surrounded by green space which is often not accessible and or natural.</li> <li>• Natural England's Accessible Natural Green Space Standards has indicated there are deficiencies within the county in the settlements of Leicester,</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
	<p>Coalville, Hinckley (including Barwell and Earl Shilton), Loughborough (including Shepshed), Market Harborough and Melton Mowbray.</p> <ul style="list-style-type: none"> <li>• Good variety of transport links are evident across the County – road, rail, bus, air, while cycle and footway usage should be promoted. However, rural areas may benefit from improved public transport links.</li> <li>• Car ownership has also increased across the County from the period of 2001-2011 - overall bus patronage in the region has fallen – other transport modes such as cycling have seen double-digit increases (16% from 2009-2010).</li> <li>• Broadband connectivity is expected to be in continued demand throughout Leicestershire.</li> </ul>
<b>Climate Change</b>	
<p>Climate Change Act 2008 (2050 Target Amendment) Order 2019; National Planning Policy Framework, Environment Act 2021; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); 'A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council); Clean Growth Strategy: Leading the way to a low carbon future 2017; Net Zero Leicestershire Strategy 2023-2045; Net Zero Leicestershire Action Plan 2023-2027; UK Climate Change Risk Assessment 2022; ;Third National Adaptation Programme (NAP3) 2023 to 2028; Decarbonising transport: a better,</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• A net zero council by 2030 and to become a net zero county by 2045 or before.</li> <li>• The use of nature-based solutions and working with nature to promote climate resilience.</li> <li>• Net zero should be progressed within the context of other environment objectives e.g. biodiversity, air quality, health.</li> <li>• Promotion of nature-based solutions and working with nature to achieve multiple benefits.</li> <li>• To deliver low-carbon, affordable transport choices for all.</li> <li>• Ensure that action taken to cut greenhouse gas emissions is just - tackling inequality and injustice.</li> <li>• The need for durable materials and design considering the increasing number of assets at risk to climate change.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<p>greener Britain (2021); Leicestershire Strategic Transport Priorities 2020-2050; Leicestershire Climate and Nature Pact.</p>	<ul style="list-style-type: none"> <li>• The need for additional EV infrastructure in support of transition from petrol and diesel vehicle to ensure the transport network facilitates sustainable modes of transport.</li> <li>• Climate change needs to be considered when planning habitat creation and restoration.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• As a rural county, Leicestershire’s emissions and vulnerability to climate change are heightened, for example by greater need for travel and high levels of agricultural land use.</li> <li>• Since 2005, greenhouse gas emissions across Leicestershire have reduced however, there has been a much slower pace of transport decarbonisation.</li> <li>• There are individual sites and species which are particularly vulnerable to climate change impacts, including extreme weather events such as drought, flooding, and storms.</li> <li>• North West Leicestershire and Charnwood have the greatest emissions in the County, primarily driven by greater emissions in transport (both), domestic (Charnwood) and industry (NW Leicestershire) sectors, compared to other local authorities.</li> <li>• Climate change will cause more extreme heatwaves, droughts, intense rainfall, and other extreme weather. These impacts will increase the likelihood and severity of a variety of risks including flooding, damage to infrastructure and loss of biodiversity.</li> <li>• Heavy rain/high winds leading to more accidents, treefalls, road closures and delays and damage to infrastructure e.g. roads softening in the heat.</li> <li>• Disrupted access to services and facilities from extreme weather events.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
	<ul style="list-style-type: none"> <li>Ash Dieback Disease is an example of where additional stress is placed upon our native ash trees, already trying to cope with drought, too much water, extreme wind, and damage from human activity.</li> </ul>
<b>Air Quality</b>	
<p>National Planning Policy Framework, Environment Act 2021; Air Quality Standards Regulations (2010) Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); Air quality strategy: framework for local authority delivery (August 2023) 'A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council); Clean Air Strategy (2019); UK Plan for Tackling Roadside Nitrogen Dioxide (NO<sub>2</sub>) Concentrations (UK Government, 2017); Cleaner Road Transport Vehicle Regulations 2011; Public Health England (2019) Review of interventions to improve outdoor air quality and public health; Blaby District Council Air Quality Strategy July 2018 - July 20215.</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>Protection of human health by setting objectives and targets for key pollutants - achieve compliance in NO<sub>2</sub> limits.</li> <li>Tackling nitrogen dioxide (NO<sub>2</sub>) concentration and fine particulates (PM<sub>10</sub> and PM<sub>2.5</sub>)- which is associated with vehicles and transportation</li> <li>Embedding benefits of physical (re)design to calm traffic for air quality an seek to implement a hierarchy of sustainable travel which prioritises walking and cycling above other forms of transport.</li> <li>Reducing emissions from existing vehicles: planning for active travel and public transport.</li> <li>Promoting the uptake of low emission vehicles and reducing demand for more polluting forms of transport.</li> <li>Implement no-idling zones outside schools, make it easy for children to walk or cycle to school and increase public awareness in relation to air pollution and children.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
	<p>Issues</p> <ul style="list-style-type: none"> <li>• There are higher levels of PM<sub>2.5</sub>, PM<sub>10</sub>, Nitrous Oxide (NO<sub>2</sub>) around the main road routes in the County. These include the M69, A42, A46, A6 and the M1.</li> <li>• Defra estimates that 80% of NOx emissions in areas where the UK is exceeding NO2 limits are due to transport, with the largest source being emissions from diesel light duty vehicles (cars and vans).</li> <li>• There are several risk factors and health conditions that are known to have a relationship with exposure to poor air quality.</li> <li>• Climate risks exacerbating air quality impacts.</li> <li>• The impact of poor air quality, not only on life expectancy but also in terms of wider health, productivity and wellbeing and the wider environment</li> </ul>
<b>Water Environment</b>	
<p>National Planning Policy Framework, Water Environment (Water Framework Directive) (England &amp; Wales) Regulations 2017; Environment Act 2021; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); 'A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council);; Local Flood Risk Management Strategy for Leicestershire (2024); The Flood and Water Management Act, 2010; The National Flood Emergency Framework for England, 2011 (as amended); Water for Life, Water White Paper, 2011; Future Water: The Government's water</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• Take WFD elements into consideration and help achieve specific catchment WFD objectives.</li> <li>• Many river corridors within Leicestershire have potential to be enhanced in terms of their capacity to retain water, and support biodiversity through restoration of appropriate wetland habitats.</li> <li>• improve the management of the wider environment including: Wildlife and habitat, Flooding, Greening the grey.</li> <li>• Integrate with natural processes and systems, ensuring flood plains are restored where possible, and contributing to climate adaptation – 'living water' initiative to treat water it collects from drains.</li> <li>• Canals, such as the Grand Union Canal in the southwest of Leicester and the Grantham Canal on the northern fringe of the County, offer linear corridors for</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<p>strategy for England, 2011; Water for People and the Environment, Water Resources Strategy for England and Wales, 2009; Soar Catchment Management Plan, 2018; River Mease SSSI/SAC Restoration Plan, 2012; River Welland Catchment Flood Management Plan, 2009; Charnwood Borough Council Level 2 Strategic Flood Risk Assessment (2021); Hinckley and to flooding. Bosworth Borough Council Strategic Flood Risk Assessment (2020); Hinckley and Bosworth Borough Council, Blaby District Council and Oadby &amp; Wigston Borough Council Strategic Risk Assessment (2014); Melton Borough Council Strategic Flood Risk Assessment (2015); North West Leicestershire District Council Strategic Flood Risk Assessment (2015).</p>	<p>walking, cycling, and boating, as well as providing valuable habitats and wildlife corridors.</p> <ul style="list-style-type: none"> <li>• Multiple benefit opportunities such as environmental enhancements, sustainable growth, and climate change mitigation.</li> <li>• Manage local flood risk through encouraging sustainable development working to ensure development is resilient to flooding and does not increase risk of flooding elsewhere.</li> <li>• Sustainably manage risks from flooding and coastal erosion, with greater understanding and more effective management of surface water.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• The area suffers from surface water flooding - Climate change is predicted to increase the risk of local flooding and the impacts will be felt more widely.</li> <li>• Generally, the hydromorphological status of Leicestershire's water environment is natural, both the ecological status/potential (predominantly moderate) and chemical status/potential reveal (all fail) indicate water quality issues within the local area.</li> <li>• Development pressures may lead to increased pressure to build on floodplains.</li> <li>• Water quality problems from overflows from the transport network.</li> <li>• Leicestershire's water resources are not classified as 'water stressed' although action is likely to be required to increase capacity to address future deficits driven by climate change and population growth.</li> </ul>
<b>Cultural Heritage</b>	
<p>National Planning Policy Framework, Environment Act 2021; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); Ancient Monuments and Archaeological Areas Act, 1979 (as amended) 'A Green</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• Cultural and historical heritage are enjoyed and conserved.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<p>Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Planning (Listed Buildings and Conservation Areas) Act 1990; Local Plans (all District and Borough Councils and City Council); Leicestershire County Council’s Strategic Plan 2022-2026; Hinckley &amp; Bosworth Borough Council Heritage Strategy; LCC Environment Strategy 2018 – 2030: delivering a better future; LCC Strategic Growth Plan (2018); Historic England Historic Landscape Characterisation; Historic England Heritage Counts.</p>	<ul style="list-style-type: none"> <li>• Preserve and make accessible our local cultural and historic heritage to enhance the wellbeing of local residents - increase in the number of Leicestershire residents and visitors engaging in cultural and heritage activities.</li> <li>• Fine archaeological resource providing information about past activity.</li> <li>• Celebrate and promote LCC’s heritage and identity.</li> <li>• Maintain the County’s natural history, artefacts, specimens, information, and objects.</li> <li>• Preserve and provide access to resources which can be used to research Leicestershire’s history.</li> <li>• Preserving designated/non-designated heritage assets or their setting or any features of special architectural or historic interest which it possesses.</li> <li>• Opportunities should be sought to conserve or enhance, better reveal, and/or appreciate cultural heritage elements.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• From 2018/19-2019/20, there was an 8% reduction in visits to heritage sites between 2018/19 and 2019/20 - Covid-19 has had a significant impact, with the County’s heritage sites and libraries having closed during the restrictions.</li> <li>• Potential conflict between development pressure and ensuring the significance of the historic environment is preserved and enhanced.</li> <li>• Threat of heritage being lost because of neglect, decay, or inappropriate development.</li> </ul>
<b>Geology and Soils</b>	
<p>National Planning Policy Framework, Environment Act 2021; Environmental Protection Act 1990; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); 'A Green Future: Our 25 Year</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• Prevent the further degradation of our soils, enhance, restore, and ensure their resilience, and improve our understanding of the threats to soil and best practice in responding to them.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<p>Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council); Leicestershire Minerals and Waste Local Plan Up to 2031 (2019); Safeguarding our Soils – A strategy for England, 2009; LCC Environment Strategy 2018 – 2030: delivering a better future; LCC Strategic Growth Plan (2018).</p>	<ul style="list-style-type: none"> <li>• Protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution.</li> <li>• Government vision that by 2030 - all England’s soils will be managed sustainably, and degradation threats tackled successfully.</li> <li>• Improve the quality of England’s soils and safeguard their ability to provide essential services for future generations.</li> <li>• Where contamination is found to be significant, the Local Authority must actively take steps to remove or reduce the risk to people and the environment.</li> <li>• Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality to avoid the use of Best and Most Versatile land.</li> <li>• The availability of agricultural land used for food production should be considered when deciding what sites are most appropriate for development.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• Leicestershire has a long history of industrial production. There are many sites where land has become contaminated by human activities such as mining, industrial processes, chemical and oil spills, and waste disposal.</li> <li>• Leicestershire has a high proportion of best and most versatile agricultural land. The growing demand for housing (and associated access infrastructure) means there is potential for loss of best and versatile agricultural land due to competition from development.</li> <li>• Increases in biodiversity loss resulting in reduced crop yields and increased soil erosion.</li> <li>• Local flood risk may result in contaminants leaching into surface water, increasing levels of pollution, and threatening human health and the environment.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<b>Landscape and Visual</b>	
<p>National Planning Policy Framework, Environment Act 2021; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); 'A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council); Landscape Sensitivity and Green Infrastructure Study for Leicester &amp; Leicestershire (October 2017), Charnwood Forest Landscape Character Assessment (2008) and National Forest Strategy 2014 - 2024 ; Leicester, Leicestershire &amp; Rutland Landscape and Woodland Strategy (2001, updated 2006); Tree Management Strategy 2019-2025; Country Parks and Open Spaces Strategy 2019-2029</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• The need to recognise the importance of “the intrinsic character and beauty of the countryside”</li> <li>• LCC offers a relatively diverse range of landscapes, from the well-wooded and newly planted woodland landscapes associated with the National Forest, to more distinctive rugged upland landscape associated with Charnwood Forest and areas of large scale intensive arable farming.</li> <li>• The landscape also forms an integral part of the County’s economy.</li> <li>• Future change needs to be managed in a way that is sympathetic to the landscape character and visual amenity of LCC.</li> <li>• Securing growth and meeting current and future housing demands in a way that conserves and enhances landscape, biodiversity, and green infrastructure (GI).</li> <li>• GI should contribute to the management, conservation, and enhancement of the local landscape, with new development respecting (and where possible enhancing) landscape character and quality.</li> <li>• Maintaining the essential qualities of Leicester &amp; Leicestershire and delivering high quality development.</li> <li>• Local planning designation - Green Wedges - These areas are protected from development by the relevant Local Plan, to deliver several functions including preventing the merging of settlements.</li> <li>• landscapes that are valued for attracting visitors such as the National Forest, Charnwood Forest Regional Park and the Vale of Belvoir.</li> <li>• improving the public realm as well as improving the design of non-designated space through development.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
	<ul style="list-style-type: none"> <li>• the importance of hedgerows and linear habitats to connect habitats such as woodland sites particularly in areas where intensive agriculture is dominant in the landscape with few woodland connections.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• Fragmented nature and often limited extent of areas of seminatural habitat such as woodlands, wetlands, and semi-natural grasslands.</li> <li>• There are areas with sparse coverage of Green Infrastructure, particularly in the north-east, east, and south-eastern parts of LCC.</li> <li>• Lack of woodland, fragmented habitats, such as through the enhancement of fragmented hedgerow, addressing access to the countryside and publicly accessible open spaces.</li> <li>• The need to adapt to changes in our climate is one that can be supported by the National Forest plans to increase urban tree cover by 20%.</li> <li>• Pressure from development.</li> </ul>
<b>Waste and Material Assets</b>	
<p>National Planning Policy Framework, Environment Act 2021; Environmental Improvement Plan: First Revision of the 25 Year Environment Plan (2023); 'A Green Future: Our 25 Year Plan to Improve the Environment; Securing the Future: Delivering UK Sustainable Development Strategy (2005); Local Plans (all District and Borough Councils and City Council); Leicester and Leicestershire Economic Growth Plan 2012-2020; Leicestershire County Council Review of the Leicestershire Minerals and Waste Local Plan 2019-2031; Waste Management Plan for England 2021;; Resources and Waste Strategy for England (2018); Net Zero</p>	<p>Priorities</p> <ul style="list-style-type: none"> <li>• Establish waste facilities in proximity to arisings so that the needs of communities are met, and the distance untreated waste is transported is minimised.</li> <li>• Enhance Leicestershire's performance to support the delivery of the national recycling target of 65% by 2035.</li> <li>• Important to safeguard waste sites and ensure that development for sensitive non-waste uses does not prejudice the continued use of waste facilities and therefore the waste strategy for Leicestershire.</li> <li>• Continued provision of sustainable minerals and waste development which meets the County's (and national in some cases) needs.</li> </ul>

Name	Key Sustainability Priorities and Issues Derived from Relevant Policies, Plans, Programmes, and Strategies
<p>Strategy: Build Back Greener (2021); Leicestershire Resources and Waste Strategy 2022 – 2050; Enterprise partnership delivery plan (2021 – 2022).</p>	<ul style="list-style-type: none"> <li>• Continue movement away from landfill as a solution for waste management.</li> <li>• Attain the maximum possible reuse, recycling, composting and recovery of value from waste within the County of Leicestershire and thereby minimising the disposal of waste.</li> <li>• Make sufficient provision of waste facilities in the County of Leicestershire with capacity equal to the waste generated within the County of Leicestershire.</li> <li>• Make sufficient provision of minerals in the County of Leicestershire to meet national and local requirements.</li> <li>• Look to make use of production capacity at sites that are currently inactive to maintain the level of provision from quarries within Leicestershire.</li> <li>• Work towards a circular economy and contribute to achieving net zero carbon.</li> </ul> <p>Issues</p> <ul style="list-style-type: none"> <li>• The options for future sand and gravel extraction and associated development are limited largely by the geological distribution of resources within Leicestershire.</li> <li>• There will be a potential shortfall of sand and gravel reserves within Leicestershire over the period to 2031 of some 7.67 million tonnes based on the production guideline.</li> <li>• Concerns have been raised that exports of crushed rock from Leicestershire to London and the south-east which are nationally significant could rise over the next five years.</li> <li>• Lack of sites in the eastern part of the County reflects the general paucity of potential reserves and the low demand in these predominantly rural areas.</li> </ul>

## Appendix C: Draft LTP4 Core Document (May 2024) Assessment Matrices

### Assessment Matrices of Draft LTP4 Core Document Vision and Policies

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
<b>Core Policy 1 and Vision</b>						
1) To protect and enhance biodiversity	D/I, R +	D/I, R +	D/I, R +	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Policy directly and indirectly accords with this Objective. Safeguarding our Environment is also a key part of the vision. However, it does not go as far as to encourage enhancements and is unlikely to deliver on those Guide Questions relating to improvements in the long term. As such, only minor benefits are identified.	Given the decline in biodiversity in the County and the national policy move towards delivering biodiversity net gains, this Policy could be improved by adding 'enhancement' where possible into the Core Themes and / or the Vision.
2) To protect and enhance human health and wellbeing	D, R, +	D, R, +	D, R, +	M	By ensuring transport interventions align with the Enabling Health and Wellbeing Core Theme, the Policy directly aligns with this Objective. However, it is largely focussed on minimising the impact. It could go further to encourage the betterment of community health and wellbeing through transport-related interventions, with a long term focus. As such, only minor benefits have been identified. The preferred vision, referred to in this Policy also seeks to deliver economic prosperity which can also lead to indirect health benefits.	Given the potential role of the transport network in improving health and wellbeing, this policy could be improved by adding reference to the benefits that the transport network can deliver into the Core Theme and / or the Vision.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R +	D/I, R +	D/I, R +	M	By ensuring transport interventions align with the Enhancing Our Network's Resilience Core Theme, notably the reference to safe networks, the Policy directly and indirectly aligns with this objective. However, it is largely focussed on minimising the impact. The reference is relatively small in the Core Themes, and it is unlikely the LTP4 can benefit crime to major positive levels overall.	NA
4) To protect and enhance accessibility and connectivity	I, R, +	I, R, +	I, R, +	M	By ensuring transport interventions align with the Enhancing Our Network's Resilience Core Theme, notably the reference to reliable and resilient networks, the Policy indirectly aligns with this Objective. However, it could be improved by making specific reference to improved accessibility and / or connectivity.	Given large proportions of the population live in rural parts of Leicestershire, in particular the elderly, this Policy could be improved by adding emphasis on the enhancement of transport connectivity and accessibility, perhaps through the Core Themes and / or the Vision.
5) To promote alternative modes of travel, including active travel	0	0	0	M	The Policy does not specifically address the topic of alternative or active modes of travel. However the Core Theme of Protecting our Environment refers to carbon neutral transport which may support this. Overall, however, it is considered a neutral impact only on this Objective.	The Policy or Core Themes could be improved by mentioning alternative modes of transport, and encouragement of active travel.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
6) To protect and enhance geodiversity and soil quality	D, I, +	D, I, +	D, I, +	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Policy directly and indirectly accords with this Objective. Safeguarding our Environment is also a key part of the vision. However, it does not go as far as to encourage enhancements to geodiversity and soil quality and is unlikely to deliver on those Guide Questions relating to improvements in the long term.	This Policy could be improved by adding 'enhancement' where possible into the Core Themes and / or the Vision.
7) To protect and enhance the water environment and reduce risk of flooding	D, I, +	D, I, +	D, I, +	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Policy directly and indirectly accords with this Objective. Safeguarding our Environment is also a key part of the vision. However, it does not go as far as to encourage enhancements to the water environment and is unlikely to deliver on those Guide Questions relating to improvements in the long term.	This Policy could be improved by adding 'enhancement' where possible into the Core Themes and/or the Vision.
8) To protect and enhance air quality	I, I, +	I, I, +	I, I, +	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Policy directly and indirectly accords with this Objective. Safeguarding our Environment is also a key part of the vision. However, it does not go as far as to encourage enhancements to air quality.	This Policy could be improved by adding 'enhancement' where possible into the Core Themes and/or the Vision.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
9) To minimise carbon emissions associated with the transport highway network	I, R, +	I, R, +	I, R, ++	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Policy directly aligns with the Objective, notably with respect to 'a recovery towards a carbon neutral network'. As the transport network is a key contributor to carbon emissions, this is seen as a major positive in the long term.	N/A
10) To ensure resilience to climate change	I, R, +	I, R, +	I, R, +	M	By ensuring transport interventions accord with the Enhancing Our Network's Resilience Core Theme, the Policy partially and indirectly aligns with this Objective. However, the core theme is not specific to resilience to climate change and so only minor positive effects are predicted.	This Policy could be improved by specifically referencing resilience to climate change in either the Enhancing Our Network's Resilience Core Theme or the Protecting our Environment core theme and/or the Vision.
11) To minimise waste generation and support re-use and recycling	0	0	0	M	The Policy does not specifically address the topic of waste. Whilst this may be inferred via the Protecting our Environment Core Theme, it is not clear, so neutral effects are assigned.	The Policy could be improved with reference to minimising waste and improving recycling and re-use levels, perhaps within the Protecting our Environment Core Theme.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
12) To protect function and usage of material assets	D, R, +	D, R, +	D, R, ++	M	By ensuring transport interventions accord with Enhancing our Transport Network Resilience and Protecting our Environment, this Policy directly aligns with this Objective, in ensuring material assets remain protected and functional. Such benefits are anticipated to be realised more greatly in the long term.	N/A
13) To conserve and enhance the historic and cultural environment	D/I, I, +	D/I, I, +	D/I, I, +	M	By ensuring transport interventions accord with Protecting our Environment, this Policy indirectly aligns with this Objective. Safeguarding our Environment is also a key part of the vision. However, it does not go as far to encourage the enhancements of the historic and cultural environment, nor is it specific to the build environment in general. As such only minor positive effects are assigned.	This Policy could be improved by adding 'enhancement' where possible into the Core Themes and referencing the built as well as natural environment and / or the Vision.
14) To protect and enhance landscape, townscape, and visual amenity	D/I, I, +	D/I, I, +	D/I, I, +	M	By ensuring transport interventions accord with Protecting our Environment, this Policy indirectly aligns with this Objective, in protecting landscape, townscape and visual amenity. Safeguarding our Environment is also a key part of the vision. However, it does not go as far to encourage the enhancements of landscape, townscape, and visual amenity. It is it also not specific to the build environment, i.e. townscape. As such only minor positive effects are assigned.	As Leicestershire has a distinct and locally important landscape and townscape and the transport network can have a notably impact on this, it is important to both protect and enhance this topic through the LTP4. This Policy could be improved by adding 'enhancement' to 'Protecting

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
						our Environment', and / or the Vision, and also referencing the built as well as natural environment.
<b>Core Policy 2</b>						
1) To protect and enhance biodiversity	0	0	0	M	This Policy does not explicitly address the topic of biodiversity. However, it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. With this considered, neutral alignment is observed.	N/A
2) To protect and enhance human health and wellbeing	I, R, +	I, R, +	I, R, +	M	The stated factors in delivering transport network mean the Policy indirectly aligns with this objective. The Policy enables accessible and efficient transport, protecting access through the addressment of network resilience and maintenance, notably in relation to services and social amenities, all while doing so safely. Such aims can help to reduce isolation and improve both community spirit and access to active travel as well as amenities. These can benefit both physical and mental health indirectly.	The Policy could be improved by making specific the provision of a safe, accessible, connected, efficient, well maintained and resilient transport network which is enabling to all communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R, +	D/I, R, +	D/I, R, +	M	By outlining the delivery of a 'safe, accessible, connected, well maintained and resilient transport network', the Policy directly and indirectly aligns with the Objective. Reference to the enabling of access for all communities is not made, which may obstruct a wider reduction of crime and fear of crime. For these reasons, minor positive alignment is observed.	The Policy could be improved by making specific the provision of a safe, accessible, connected, efficient, well maintained and resilient transport network which is enabling to all communities.
4) To protect and enhance accessibility and connectivity	D/I, R, +	D/I, R, +	D/I, R, +	M	There is direct and indirect alignment with the Objective, the Policy outlining the need for the delivery of an 'accessible' and 'connected' network. While it is inferred that this would be protected and enhanced through being 'resilient', and well maintained, more could be said in relation to protection and enhancement either within the Policy or associated Core Theme statement. While the Core Themes outline provisions for 'all residents', this is not specified in the Policy itself where access for all communities should be made explicit. As a result of these factors, minor positive alignment is observed.	The Policy and / or Core Theme statements could be improved by adding 'well' connected. It could also be specified that the transport network enables all communities access to jobs, education, services and social amenities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	M	Though alternative modes of travel, including active travel, are not directly referenced in the Policy, the Core Theme statements mention 'new technology, ways to travel and innovation'. There is therefore partial and indirect alignment with this Objective. While the Core Themes outline provisions for a transport network for 'all residents', this is not specified in the Policy itself where access for all communities should be made explicit. For this reason minor positive alignment is observed.	Though it can be inferred alternative modes of travel, including active travel are provided for, explicit reference could be added to either the Policy and / or associated Core Theme statements. Where this is done, focus should be on active promotion rather than simple delivery. It could be specified that the transport network enables all communities access to jobs, education, services and social amenities.
6) To protect and enhance geodiversity and soil quality	0	0	0	M	This Policy does not explicitly address the topic of geodiversity and soil quality. However, it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. With this considered, neutral alignment is observed.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
7) To protect and enhance the water environment and reduce risk of flooding	I, R, +	I, R, +	I, R, +	M	This Policy does not explicitly address the topic of the water environment and the reduction of the risk of flooding though it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. Despite this, a 'well maintained and resilient' transport may indirectly contribute to the reduction in risk of flooding. With this considered, a minor positive alignment is observed.	N/A
8) To protect and enhance air quality	0	0	0	M	This Policy does not explicitly address the topic of air quality. However, it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. With this considered, neutral alignment is observed.	N/A
9) To minimise carbon emissions associated with the transport network	0	0	0	M	The Policy does not specifically address the topic of carbon emissions, though it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. For this reason, neutral alignment is observed.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
10) To ensure resilience to climate change	I, R, +	I, R, +	I, R, +	M	The Policy requires the delivery of an efficient, well maintained, and resilient transport network. Whilst not specific to climate resilience (and it is understood this is not the aim of the Policy), it indirectly aligns with the Objective. Minor positive alignment is therefore assigned.	N/A
11) To minimise waste generation and support re-use and recycling	0	0	0	M	This Policy does not explicitly address the topic of waste. However, it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. With this considered, neutral alignment is observed.	N/A
12) To protect function and usage of material assets	D, I, R, +	D, I, R, +	D, I, R, ++	M	The Policy requires the delivery of an efficient, well maintained, and resilient transport network, directly and indirectly aligning with the Objective. The Enhancing our Transport Network's Resilience Core Theme statement also specifies for the provision of reliable and resilient transport network. Associated benefits would be expected to increase in the long term, and thus a major positive effect is observed.	N/A
13) To conserve and enhance the historic and cultural environment	0	0	0	M	This Policy does not explicitly address the topic of the historic and cultural environment. However, it is recognised that this is not the purpose of this Policy and environmental	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					protection is covered elsewhere. With this considered, neutral alignment is observed.	
14) To protect and enhance landscape, townscape, and visual amenity	0	0	0	M	This Policy does not explicitly address the topic of landscape, townscape and visual amenity. However, it is recognised that this is not the purpose of this Policy and environmental protection is covered elsewhere. With this considered, neutral alignment is observed.	N/A
<b>Core Policy 3</b>						
1) To protect and enhance biodiversity	D/I, R, +	D/I, R, +	D/I, R, +	M	By specifically referencing the protection of the environment while enabling travel choice, the policy directly and indirectly aligns with the objective. It does not however go as far as to encourage enhancement, though it is acknowledged this is not the primary function of the Policy. With this considered, minor positive alignment is assigned.	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.
2) To protect and enhance human health and wellbeing	D/I, R, +	D/I, R, +	D/I, R, ++	M	By specifically referencing the ensuring of safety and promotion of health and wellbeing while enabling travel choice, the policy directly aligns with the Objective. Such benefits are anticipated to be realised more greatly in the long term and as such, significant positive alignment is assigned.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
3) To reduce levels of crime and fear of crime associated with the transport network	I, R, +	I, R, +	I, R, +	M	By specifically referencing the ensuring of safety for communities, the Policy indirectly aligns with this Objective. The promotion of wellbeing alongside the enabling of travel also contributes. There is not however specific reference to the reduction of levels of crime and fear of crime, therefore minor positive alignment is assigned.	N/A
4) To protect and enhance accessibility and connectivity	I, R, +	I, R, +	I, R, +	M	The Policy indirectly contributes to this objective through the inclusion of meeting the unique needs of communities and ensuring of safety. This is alongside the promotion of health and wellbeing which further infers maintained accessibility. Sustainable transport access could be implied through the specified requirement to protect the environment. Protection and enhancement of accessibility and connectivity is not outlined, though it is acknowledged this is not the focus of the Policy. As such, a minor positive alignment is observed.	N/A
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	M	The Policy indirectly addresses the topic of alternative or active model of travel. While the Policy is inclusive of all communities and their unique needs, there is a focus on travel choice rather than any active promotion of sustainable methods of transport including active travel. This could impact delivery in relation to long term	Given the low percentage of physically active adults, the Policy may be too passive in simply 'enabling travel choice'. This Policy could be improved by changing 'enabling' to 'promoting', with specific

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					improvement. As a result, minor positive alignment is observed.	reference added to Active Travel as a transport choice.
6) To protect and enhance geodiversity and soil quality	I, R, +	I, R, +	I, R, +	M	By specifically referencing the protection of the environment while enabling travel choice, the Policy indirectly aligns with the Objective. It does not however go as far as to encourage enhancement, though it is acknowledged this is not the primary function of the Policy. With this considered, minor positive alignment is assigned.	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.
7) To protect and enhance the water environment and reduce risk of flooding	D/I, R, +	D/I, R, +	D/I, R, +	M	By specifically referencing the protection of the environment while enabling travel choice, the Policy indirectly aligns with the Objective. It does not however go as far as to encourage enhancement, though it is acknowledged this is not the primary function of the Policy. With this considered, minor positive alignment is assigned.	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.
8) To protect and enhance air quality	I, R, +	I, R, +	I, R, +	M	By specifically referencing the protection of the environment while enabling travel choice, the Policy indirectly aligns with the Objective. It does not however go as far as to encourage enhancement, though it is acknowledged this is not the primary function of the Policy. With this	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					considered, minor positive alignment is assigned.	
9) To minimise carbon emissions associated with the transport highway network	I, R, +	I, R, +	I, R, +	M	By ensuring the environment is protected while enabling travel choice, the policy indirectly aligns with this Objective. It is not directly stated that provisions for low carbon active travel choices would be made. While the associated Core Theme statement specifies environmental 'betterment', it does not go as far to specifically encourage the minimisation of carbon emissions associated with the transport network.	This Policy could be improved by directly referencing the promotion of low carbon active travel alternatives to car-based journeys as part of enabling travel choice.
10) To ensure resilience to climate change	0	0	0	M	This Policy does not explicitly address the topic of resilience in relation to climate change. However, it is recognised that this is not the principle purpose of this Policy, with the objective covered elsewhere in other Policies. With this considered, neutral alignment is observed.	N/A
11) To minimise waste generation and support re-use and recycling	I, R, +	I, R, +	I, R, +	M	This Policy does not specifically address the topic of waste, though by specifically referencing the protection of the environment while enabling travel choice, there is indirect alignment with the Objective. It does not however go as far as to encourage enhancement, though it is acknowledged this is not the primary function of	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					the Policy. With this considered, minor positive alignment is assigned.	
12) To protect function and usage of material assets	I, R, +	I, R, +	I, R, +	M	While the Policy does not directly address the protection of the function and usage of material assets, enabling travel choice that meet the unique needs and safety could indirectly benefit the Objective. As a result, minor positive alignment is assigned.	N/A
13) To conserve and enhance the historic and cultural environment	I, R, +	I, R, +	I, R, +	M	By ensuring the environment is protected while enabling travel choice, the policy indirectly aligns with this Objective. While the associated Core Theme statement specifies 'betterment', it does not go as far to specifically encourage enhancement of the built environment. As such, minor positive alignment is assigned.	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.
14) To protect and enhance landscape, townscape, and visual amenity	I, R, +	I, R, +	I, R, +	M	By ensuring the environment is protected while enabling travel choice, the policy indirectly aligns with this Objective. While the associated Core Theme statement specifies 'betterment', it does not go as far to specifically encourage enhancement of the natural or built environment. As such, minor positive alignment is assigned.	The Policy could be improved by specifically referencing 'benefitting' or 'enhancing' the environment rather than solely protecting.
<b>Core Policy 4</b>						

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
1) To protect and enhance biodiversity	D/I, R, +	D/I, R, +	D/I, R, +	M	The Policy directly and indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth to infer growth or change to pressure in relation to infrastructure development in and around the natural environment. To safeguard this, there could be reference to 'sustainable' economic growth.
2) To protect and enhance human health and wellbeing	I, I, +	I, I, +	I, I, +	L	Despite the protection and enhancement of human health and wellbeing not being addressed directly within the Policy, it can be inferred that there would be a benefit as an indirect result of economic growth. As such, minor positive alignment is assigned.	There could be improvement by adding reference to human health and wellbeing directly within the Policy. This could be through specifying the support of community benefit alongside economic growth.
3) To reduce levels of crime and fear of crime associated with the transport network	0	0	0	M	There is not explicitly reference to the topic crime and fear of crime, though it is recognised to not be a key focus of the Policy. With this considered, neutral alignment is observed.	There could be improvement through referencing the support of community benefit alongside economic growth.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
4) To protect and enhance accessibility and connectivity	I, I, +	I, I, +	I, I, +	L	While there is not specific reference to the protection and enhancement of accessibility and connectivity, it can be inferred that there would be a benefit as an indirect result of economic growth. As such, minor positive alignment is identified.	There could be improvement through referencing the support of community benefit alongside economic growth.
5) To promote alternative modes of travel, including active travel	0	0	0	M	The Policy does not specifically address the topic of alternative or active modes of travel, though the Core Theme statement of Protecting our Environment refers to carbon neutral transport which may support this. Overall, however, neutral alignment is observed.	N/A
6) To protect and enhance geodiversity and soil quality	D/I, R, +	D/I, R, +	D/I, R, +	M	The Policy directly and indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	N/A
7) To protect and enhance the water environment and reduce risk of flooding	D/I, R, +	D/I, R, +	D/I, R, +	M	The Policy directly and indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth to infer growth or change to pressure in relation to

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
						infrastructure development in and around the natural environment. To safeguard this, there could be reference to 'sustainable' economic growth.
8) To protect and enhance air quality	D/I, R, +	D/I, R, +	D/I, R, +	M	The Policy directly and indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth to infer growth or change to pressure in relation to infrastructure development in and around the natural environment. To safeguard this, there could be reference to 'sustainable' economic growth.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
9) To minimise carbon emissions associated with the transport network	I, I, +	I, I, +	I, I, +	M	The Policy indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth to infer growth or change to pressure in relation to infrastructure development in and around the natural environment. To safeguard this, there could be reference to 'sustainable' economic growth.
10) To ensure resilience to climate change	0	0	0	M	This Policy does not explicitly address the topic of resilience in relation to climate change. However, it is recognised that this is not the principle purpose of this Policy, with the objective covered elsewhere in other Policies. With this considered, neutral alignment is observed.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
11) To minimise waste generation and support re-use and recycling	I, I, +	I, I, +	I, I, +	M	The Policy indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy itself, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth to infer growth or change to pressure in relation to infrastructure development in and around the natural environment. To safeguard this, there could be reference to 'sustainable' economic growth.
12) To protect function and usage of material assets	0	0	0	M	There is not explicit reference to the protection of the function and usage of material assets within the Policy. It is recognised that this is not the principal purpose of this Policy, with the objective given coverage elsewhere. With this considered, neutral alignment is observed.	N/A
13) To conserve and enhance the historic and cultural environment	D/I, R, +	D/I, R, +	D/I, R, +	M	The Policy directly and indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
						to infer growth or change to pressure in relation to infrastructure development in and around the built environment. To safeguard this, there could be reference to 'sustainable' economic growth.
14) To protect and enhance landscape, townscape, and visual amenity	D/I, R, +	D/I, R, +	D/I, R, +	M	The Policy directly and indirectly aligns with this Objective through specifying an active reduction of impact on the environment. Despite this, the Policy does not go as far to outline protection and enhancement and as a result minor positive alignment is assigned.	Within the Policy, in relation to the environment, reduction of impact could be refocused towards protection and enhancement. There is a potential for economic growth to infer growth or change to pressure in relation to infrastructure development in and around the natural and built environment. To safeguard this, there could be reference to 'sustainable' economic growth.
<b>Core Policy 5</b>						

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
1) To protect and enhance biodiversity	D/I, R +	D/I, R +	D/I, R, ++	M	Through reference to the enabling of environmental benefit the Policy directly and indirectly aligns with the objective. The associated Core Theme Statement references embracing innovation to minimise impact but also to enhance and recover the environment. As a result, a major benefit is identified.	N/A
2) To protect and enhance human health and wellbeing	I, I, +	I, I, +	I, I, ++	M	The Policy directly and indirectly aligns with the objective, promoting the health and wellbeing of our communities. Such benefits are anticipated to be realised more greatly in the long term and so a major positive alignment is observed.	This Policy could be improved by specifying the promotion of health and wellbeing for all of Leicestershire's communities.
3) To reduce levels of crime and fear of crime associated with the transport network	I, I, +	I, I, +	I, I, +	M	The Policy partially and indirectly aligns with the objective through the specific promotion of wellbeing in respect of embracing innovation to decarbonise the transport network. Within the associated Core Theme statements, reference to safe transport network for the betterment of our communities further supports a beneficial impact.	There can be improvement through making explicit benefits support all of Leicestershire's communities, whether within the Policy or associated Core Theme statements.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
4) To protect and enhance accessibility and connectivity	0	0	0	M	The Policy indirectly aligns with this objective through the promotion of the health and wellbeing of Leicestershire's communities. Within the associated Core Theme statement for Enhancing our Transport Network Resilience, there is reference to the delivery of a resilient transport network for the betterment of communities which supports a beneficial impact. There is however a lack of specific reference to the protection and enhancement of accessibility and connectivity, with it recognised that this is not the purpose of this Policy. As such, neutral alignment is assigned.	There can also be improvement through making explicit benefits, included those in relation to access and connectivity, support all of Leicestershire's communities, whether within the Policy or associated Core Theme statements. Reference could be added to the enhancement of health and wellbeing alongside its promotion.
5) To promote alternative modes of travel, including active travel	I, I, +	I, I, +	I, I, +	M	The Policy directly and indirectly aligns with this objective, specifically inferred through references across the Core Theme statements in relation to the reduction of the transport network's carbon impact and betterment to its operation. In spite of this, there is no explicit reference to innovation in relation to alternative modes of travel, including active travel. It is recognised that this is not the purpose of this Policy and, as such, neutral alignment is assigned.	This Policy could be improved through direct reference to innovation in relation to alternative modes of travel, including active travel either within the Policy or associated Core Theme statements. Within the Core Theme statement for Enabling Health and Wellbeing, it could be clarified that innovation seeks to minimise the negative impacts the transport network has. There can also be

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
						improvement through making explicit benefits support all of Leicestershire's communities.
6) To protect and enhance geodiversity and soil quality	D/I, R +	D/I, R +	D/I, R, ++	M	Through reference to the enabling of environmental benefit, the Policy directly and indirectly aligns with the objective. The associated Core Theme Statement references embracing innovation to minimise impact but also to enhance and recover the environment. As a result, a major benefit is identified.	N/A
7) To protect and enhance the water environment and reduce risk of flooding	D/I, R +	D/I, R +	D/I, R, ++	M	Through reference to the enabling of environmental benefit, the Policy directly and indirectly aligns with the objective. The associated Core Theme Statement references embracing innovation to minimise impact but also to enhance and recover the environment. The enhancement of transport and associated infrastructure may also indirectly contribute to the reduction in risk of flooding. As a result, a major benefit is identified.	N/A
8) To protect and enhance air quality	D/I, R +	D/I, R +	D/I, R, ++	M	Through ensuring embracing innovation seeks to benefit the environment and accord with the Enabling Health and Wellbeing and the Protecting the Environment Core Themes, the Policy directly and indirectly aligns with this Objective. It is also notable that the Protecting	There can be improvement through making explicit benefits support all of Leicestershire's communities, whether within the Policy or

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					the Environment Core Theme statement references environmental enhancement and recovery. As such, major benefits are identified.	associated Core Theme statements.
9) To minimise carbon emissions associated with the transport network	D/I, R +	D/I, R ++	D/I, R ++	M	Through ensuring embracing innovation seeks to benefit the environment and accord with the Enabling Health and Wellbeing and the Protecting the Environment Core Themes, the Policy directly and indirectly aligns with this Objective. Within both the Enhancing our Transport Network Resilience and Embracing Innovation Core Theme statements there is reference to embrace innovation in relation to either the reduction of carbon impacts or full decarbonisation. It is also notable that the Protecting the Environment Core Theme statement references environmental enhancement and recovery. As such, major benefits are identified.	N/A
10) To ensure resilience to climate change	I, I, +	I, I, +	I, I, +	M	The Policy directly and indirectly accords with this objective through specific reference to the enhancement of transport network resilience. The Enhancing Our Network's Resilience Core Theme Statement furthers the delivery of an 'efficient and resilient' transport network. Despite this, the Policy and Core Theme	There could be improvement by specifically referencing resilience to climate change either directly in the Policy, or within either the Enhancing Our Network's Resilience or

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					statements are not specific to resilience to climate change and so only minor positive effects are predicted.	Protecting our Environment Core Theme statements.
11) To minimise waste generation and support re-use and recycling	0	0	0	M	This Policy does not specifically address the topic of waste. Whilst this may be inferred through the Protecting our Environment Core Theme, it is not clear, so neutral effects are assigned.	There could be improvement in terms of adding reference to minimising waste and improving recycling and re-use levels within the Policy or associated Protecting our Environment Core Theme statement.
12) To protect function and usage of material assets	D, R, +	D, R, ++	D, R, ++	M	By ensuring that innovation enables an 'efficient and resilient' transport network as specified in the Enhancing our Transport Network's Resilience Core Theme statement, the function and usage of material assets is protected. Associated benefits would only be expected to increase in the long term, and thus a major positive effect is observed.	N/A
13) To conserve and enhance the historic and cultural environment	D, R, +	D, R, +	D, R, ++	M	Through reference to the enabling of environmental benefit the Policy directly and indirectly aligns with the objective. The associated Core Theme Statement references embracing innovation to minimise impact but	There could be improvement by specifically referencing protection where possible and adding reference to both the natural and built environment.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					also to enhance and recover the environment. As a result, a major benefit is identified.	
14) To protect and enhance landscape, townscape, and visual amenity	D, R, +	D, R, +	D, R, ++	M	Through reference to the enabling of environmental benefit the Policy directly and indirectly aligns with the objective. The associated Core Theme Statement references embracing innovation to minimise impact but also to enhance and recover the environment. As a result, a major benefit is identified.	There could be improvement by specifically referencing protection where possible and adding reference to both the natural and built environment.
<b>Core Policy 6</b>						
1) To protect and enhance biodiversity	D/I, R +	D/I, R +	D/I, R +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address biodiversity as one of the changes and challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. For these reasons, minor positive alignment is identified.	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
2) To protect and enhance human health and wellbeing	D/I, R +	D/I, R +	D/I, R +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address human health and wellbeing as one of the challenges which impact all communities. As a result, minor positive benefits are identified.	The Policy could be improved through explicitly referencing the health and wellbeing in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R +	D/I, R +	D/I, R +	L	The Policy directly and indirectly aligns with the Objective. It is inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address levels of crime and fears of crime as one of the challenges which impact all communities. While crime is not explicitly addressed in the Policy or associated Core Theme statements, there is reference to ensuring transport networks operate in a safe manner. As a result, a minor positive benefit is observed.	There could be improvement by making explicit that the changes and challenges to be addressed would be those that impact all communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
4) To protect and enhance accessibility and connectivity	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address levels accessibility and connectivity as one of the challenges which impact all communities. Though again uncertain, the Objective could be especially receptive to those benefits achieved from a flexible approach to technology and innovation. With this considered, a minor positive alignment is observed.	There could be improvement by making explicit that the changes and challenges to be addressed would be those that impact all communities.
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the promotion of alternative modes of travel as one of the challenges which impact all communities. Though again uncertain, the Objective could be especially receptive to those benefits achieved from a flexible approach to technology and innovation. With this considered, a minor positive alignment is observed.	In terms of improvement, it should be outlined that those changes and challenges, including those in relation to the promotion of alternative modes of travel, of all of Leicestershire's communities should be addressed.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
6) To protect and enhance geodiversity and soil quality	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address geodiversity and soil quality as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. In any case, it does not go as far to specifically encourage the protection and enhancements of geodiversity and soil quality. As such, minor positive effects are assigned.	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimental 'address' of changes and challenges.
7) To protect and enhance the water environment and reduce risk of flooding	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the water environment as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. In any case, it does not go as far to encourage the protection and	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimental 'address' of changes and challenges.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					enhancements of the water environment. As such, minor positive effects are assigned.	
8) To protect and enhance air quality	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address air quality as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. In any case, it does not specifically encourage the protection and enhancements of air quality. As such, minor positive effects are assigned.	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.
9) To minimise carbon emissions associated with the transport network	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the minimisation of carbon emissions as one of the challenges which impact all communities. The Policy does not specifically reference carbon emissions though this is inferred through the Protecting Our Environment Core Theme statement which references the monitoring and identification of environmental impacts. There is not however	The Policy could be improved through explicitly referencing the environment as part the 'changes and challenges' to address. It should also be outlined that the changes and challenges, including those in relation to carbon emissions, of all of Leicestershire's communities should be addressed.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					specific mention of minimisation so only minor positive effects are observed.	
10) To ensure resilience to climate change	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the minimisation of carbon emissions as one of the challenges which impact all communities. The Enhancing our Transport Network's Resilience Core Theme statement ensures the transport network is monitored and managed to ensure it operates in an efficient, reliable and resilient manner. There is no specific reference to resilience in relation to climate change. As such, a minor positive alignment is observed.	There could be improvement by specifically referencing resilience to climate change either directly in the Policy, or within either the Enhancing Our Network's Resilience or Protecting our Environment Core Theme statements.
11) To minimise waste generation and support re-use and recycling	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address waste as one of the challenges which impact all communities. With this considered, a minor positive alignment is assigned.	In terms of improvement, it should be outlined that those changes and challenges to be addressed are those faced by all of Leicestershire's communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
12) To protect function and usage of material assets	D, R, +	D, R, +	D, R, +	L	The Policy directly and indirectly aligns with the Objective. The protection of the function and usage of material assets one of the changes and challenges which impact communities within Leicestershire to be addressed through policy development, technology and innovation. By ensuring that innovation enables an 'efficient and resilient' transport network as specified in the Enhancing our Transport Network's Resilience Core Theme statement, the function and usage of material assets is protected. As a result, a minor positive effect is observed.	NA
13) To conserve and enhance the historic and cultural environment	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, the conservation and enhancement of the historic and cultural environment one of the changes and challenges which impact communities within Leicestershire to be addressed through policy development, technology and innovation. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. In any case, the Policy does not go as far to directly encourage the protection and enhancements of the historic	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimental 'address' of changes and challenges.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					and cultural environment. As such, minor positive effects are assigned.	
14) To protect and enhance landscape, townscape, and visual amenity	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, the protection and enhancement of landscape, townscape and visual amenity one of the changes and challenges which impact communities within Leicestershire to be addressed through policy development, technology and innovation. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. In any case, the Policy does not go as far to directly encourage the protection and enhancements of the landscape, townscape, and visual amenity. As such, minor positive effects are assigned.	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.

## Appendix D: LTP4 Core Document Assessment Matrices

### Assessment Matrices of LTP4 Core Document Vision and Policies

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
<b>Core Policy 1 and Vision</b>						
1) To protect and enhance biodiversity	D/I, R +	D/I, R +	D/I, R +	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Core Policy directly and indirectly accords with this SEA Objective. Safeguarding the Environment is also a key element of the Vision. However, neither the Vision or Core Policy go as far as to encourage enhancements and as such they are unlikely to deliver on the Guide Questions relating to improvements in the long term. As a result, minor positive alignment with the SEA Objective is assigned.	Given the decline in biodiversity in the County and the national policy move towards delivering biodiversity net gain, this Core Policy could be improved by adding 'enhancement' where possible into the Core Themes and / or the Vision.
2) To protect and enhance human health and wellbeing	D, R, +	D, R, +	D, R, +	M	Through ensuring transport interventions align with the Enabling Health and Wellbeing Core Theme, the Core Policy directly aligns with this SEA Objective. This is further supported by reference within the Vision to the delivery of economic prosperity which can also lead to indirect health benefits. However, focus within the Vision is largely on supporting the health of communities, while the Core Theme is centred on enabling health and wellbeing. These could go further to directly encourage enhancement	Given the potential role of the transport network in improving health and well-being, this policy could be improved by adding direct reference to enhancement in place of simply supporting and enabling. This would more closely support the achievement of the SEA

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					which would allow for closer alignment with the SEA Objective, most notably in the long term. As such, minor positive alignment is assigned.	Objective, most notably in the long term.
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R +	D/I, R +	D/I, R +	M	Through referencing the delivery of a safe transport network, the Vision directly aligns with the SEA Objective. There is further alignment through referral to delivery in regard to government policy for the benefit of our communities which would support indirect benefits to the provision of safe and inclusive facilities. The overall focus however is largely centred on minimising impact as opposed to active discouragement. As such, minor positive alignment is assigned.	N/A
4) To protect and enhance accessibility and connectivity	I, R, +	I, R, +	I, R, +	M	By ensuring transport interventions align with the Enhancing Our Network's Resilience Core Theme, notably the reference to a resilient and well-maintained network, the Core Policy indirectly aligns with this SEA Objective. Without direct reference to the <i>enhancement</i> of accessibility and/or connectivity, minor positive alignment is assigned.	Given large proportions of the population live in rural parts of Leicestershire, in particular the elderly, there could be improvement through by adding emphasis on the enhancement of transport connectivity and accessibility, perhaps through the Core Themes and / or the Vision.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
5) To promote alternative modes of travel, including active travel	0	0	0	M	The Core Policy does not specifically address the topic of alternative or active modes of travel. However the Enhancing Our Transport Network’s Resilience Core Theme statement refers to the enabling of travel choice which may support this. Overall however, it is considered a neutral impact only on this Objective.	The Core Policy or Core Themes could be improved by referencing alternative sustainable modes of transport, while actively promoting and encouraging methods active travel.
6) To protect and enhance geodiversity and soil quality	D, I, +	D, I, +	D, I, +	M	By ensuring transport interventions accord with the Protecting the Environment core theme, the Policy directly and indirectly accords with the SEA Objective. The safeguarding of the environment is also a key part of the Vision. However, neither the Core Policy or Vision go as far as to encourage enhancement to the environment, including geodiversity and soil quality. As a result, minor positive alignment is assigned.	This Policy could be improved by adding reference to environmental enhancement where possible into the Core Policy, Core Themes and/or the Vision.
7) To protect and enhance the water environment and reduce risk of flooding	D, I, +	D, I, +	D, I, +	M	By ensuring transport interventions accord with the Protecting the Environment Core Theme, the Core Policy directly and indirectly accords with the SEA Objective. The safeguarding of the environment is also a key part of the Vision. However, neither the Core Policy nor Vision go as far as to encourage <i>enhancement</i> to the environment, including the water environment or the reduction of flood risk. As a result, minor positive alignment is assigned.	There could be improvement through adding reference to environmental <i>enhancement</i> where possible into the Core Policy, Core Themes and/or the Vision.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
8) To protect and enhance air quality	I, I, +	I, I, +	I, I, +	M	By ensuring transport interventions accord with the Protecting the Environment Core Theme, the Policy directly and indirectly accords with the SEA Objective. The safeguarding of the environment is also a key part of the Vision. However, neither the Core Policy nor Vision go as far as to encourage <i>enhancement</i> to the environment, including in relation to air quality. As a result, minor positive alignment is assigned.	There could be improvement through adding reference to environmental <i>enhancement</i> where possible into the Core Policy, Core Themes and/or the Vision.
9) To minimise carbon emissions associated with the transport highway network	I, R, +	I, R, +	I, R, ++	M	By ensuring transport interventions accord with the Protecting our Environment Core Theme, the Core Policy directly aligns with the SEA Objective. As the transport network is a key contributor to carbon emissions, significant positive alignment with the SEA Objective is assigned in the long term, with minor positive alignment achieved in the short and medium term.	N/A
10) To ensure resilience to climate change	I, R, +	I, R, +	I, R, +	M	By ensuring transport interventions accord with the Enhancing Our Network's Resilience Core Theme, and through reference to a well-maintained and resilience transport network, the Core Policy and Vision indirectly align with this SEA Objective. However, neither are specific to resilience in relation to climate change and so minor positive effects are assigned.	There could be improvement through specifically referencing resilience in relation to climate change in either the Enhancing Our Network's Resilience Core Theme or the Protecting the Environment Core Theme.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
11) To minimise waste generation and support re-use and recycling	0	0	0	M	The Vision and Core Policy do not specifically address the topic of waste. Whilst this may be inferred via the Protecting the Environment Core Theme, it is not clear, so neutral effects are assigned.	The Policy could be improved with reference to minimising waste and improving recycling and re-use levels, perhaps within the Protecting our Environment Core Theme.
12) To protect function and usage of material assets	D, R, +	D, R, +	D, R, ++	M	By ensuring transport interventions accord with the Enhancing our Transport Network Resilience and Protecting the Environment Core Themes, the Core Policy directly aligns with this SEA Objective, in ensuring material assets remain protected and functional. The Vision directly references a resilient and well-maintained transport network. As such, benefits are anticipated to be realised more greatly in the long term with significant positive alignment assigned to this period. Minor positive alignment is assigned in the short and medium term.	N/A
13) To conserve and enhance the historic and cultural environment	D/I, I, +	D/I, I, +	D/I, I, +	M	By ensuring transport interventions accord with the Protecting the Environment Core Theme, the Core Policy directly and indirectly accords with the SEA Objective. The safeguarding of the environment is also a key part of the Vision. However, neither the Core Policy or Vision go as far as to encourage enhancement to the historic and cultural environment, nor is it specific to the	There could be improvement through adding reference to environmental <i>enhancement</i> where possible into the Core Policy, Core Themes and/or the Vision.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					built environment in general. As a result, minor positive alignment is assigned.	
14) To protect and enhance landscape, townscape, and visual amenity	D/I, I, +	D/I, I, +	D/I, I, +	M	By ensuring transport interventions accord with the Protecting the Environment Core Theme, the Core Policy indirectly aligns with this SEA Objective in protecting landscape, townscape and visual amenity. The safeguarding of the environment is also a key part of the Vision. However, neither go as far to encourage the enhancement of the environment, including in relation to landscape, townscape, and visual amenity. Protection or enhancement is also not specific to the build environment. As such, minor positive alignment is assigned.	As Leicestershire has a distinct and locally important landscape and townscape and the transport network can have a notably impact, there could be improvement through adding reference to environmental <i>enhancement</i> where possible into the Core Policy, Core Themes and/or the Vision.
<b>Core Policy 2</b>						
1) To protect and enhance biodiversity	0	0	0	M	The Core Policy does not explicitly address the topic of biodiversity or the broader natural environment, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
2) To protect and enhance human health and wellbeing	I, R, +	I, R, +	I, R, +	M	Reference within the Core Policy to the delivery of a safe and accessible transport network that enable access to services (assumed to include healthcare facilities) means there is indirect alignment with the SEA Objective. Though there is not direct reference to the protection and enhancement of human health and wellbeing, it is acknowledged this is not the primary function of this Core Policy. As a result, minor positive alignment is assigned.	The Core Policy could be improved by making specific the provision of a safe, accessible, connected and resilient transport network which is enabling to <i>all</i> communities.
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R, +	D/I, R, +	D/I, R, +	M	By outlining the delivery of a safe, accessible, connected and resilient transport network, the Core Policy directly and indirectly aligns with the SEA Objective. Reference to the enabling of access for <i>all</i> communities is not made, which may obstruct a wider reduction of crime and fear of crime. For these reasons, minor positive alignment is assigned.	The Core Policy could be improved by making specific the provision of a safe, accessible, connected and resilient transport network which is enabling to <i>all</i> communities.
4) To protect and enhance accessibility and connectivity	D/I, R, +	D/I, R, +	D/I, R, +	M	There is direct and indirect alignment with the SEA Objective, the Core Policy outlining the need for the delivery of an accessible and connected transport network. While it is inferred that this would be protected and enhanced through being resilient, and well managed, direct reference to enhancement could be made. Reference to the enabling of access for <i>all</i> communities is not	The Core Policy could be improved by making specific the provision of a safe, accessible, connected and resilient transport network which is enabling to <i>all</i> communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					made, which may obstruct wider protection of accessibility and connectivity. As a result, minor positive alignment is assigned.	
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	M	Though alternative modes of travel, including active travel, are not directly referenced in the Core Policy, reference to the enabling of access to jobs, education and services means there is indirect alignment with this SEA Objective. Reference to the enabling of access for <i>all</i> communities is not made, which may obstruct wider promotion of alternative modes of travel. For this reason minor positive alignment is assigned.	The Core Policy could be improved by making specific the provision of a safe, accessible, connected and resilient transport network which is enabling to <i>all</i> communities. Explicit reference to active travel could be added within the Core Policy.
6) To protect and enhance geodiversity and soil quality	0	0	0	M	The Core Policy does not explicitly address the topic of geodiversity and soil quality or the broader natural environment, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A
7) To protect and enhance the water environment and reduce risk of flooding	I, R, +	I, R, +	I, R, +	M	The Core Policy does not explicitly address the topic of the water environment or the reduction of the risk of flooding. It is however recognised that this is not the primary function of this Core Policy. Despite this, a well maintained and resilient transport may indirectly contribute to the reduction of the risk of flooding. With this	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					considered, a minor positive alignment is assigned.	
8) To protect and enhance air quality	0	0	0	M	The Core Policy does not explicitly address the topic of Air Quality, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A
9) To minimise carbon emissions associated with the transport network	0	0	0	M	The Core Policy does not explicitly address the topic of carbon emissions, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A
10) To ensure resilience to climate change	I, R, +	I, R, +	I, R, +	M	The Core Policy references the delivery of well managed and resilient transport network. Whilst not specific to climate resilience, it indirectly aligns with the SEA Objective. Minor positive alignment is therefore assigned.	Explicit reference could be made to resilience in relation to climate change.
11) To minimise waste generation and support re-use and recycling	0	0	0	M	The Core Policy does not explicitly address the topic of waste generation and the support of re-use and recycling, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
12) To protect function and usage of material assets	D, I, R, +	D, I, R, +	D, I, R, ++	M	The Core Policy references the delivery of a well-managed and resilient transport network, directly and indirectly aligning with the SEA Objective. Associated benefits would be expected to increase in the long term, and thus a significant positive alignment is assigned in this period. A minor positive effect is assigned in the short and medium term.	N/A
13) To conserve and enhance the historic and cultural environment	0	0	0	M	The Core Policy does not explicitly address the topic of the historic and cultural environment, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A
14) To protect and enhance landscape, townscape, and visual amenity	0	0	0	M	The Core Policy does not explicitly address the topic of landscape, townscape and visual amenity, though it is acknowledged this is not the primary function of Core Policy 2. With this considered, neutral alignment is assigned.	N/A
<b>Core Policy 3</b>						
1) To protect and enhance biodiversity	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. It does not however go as far as to encourage enhancement and does not directly reference biodiversity. It is however acknowledged this is	The Core Policy could include reference to <i>enhancement</i> alongside protection of the environment.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					not the primary function of the Core Policy. With this considered, minor positive alignment is assigned.	
2) To protect and enhance human health and wellbeing	D/I, R, +	D/I, R, ++	D/I, R, ++	M	By specifically referencing the ensuring of safety and promotion of health and wellbeing while enabling travel choice in all communities, the Core Policy directly aligns with the Objective. This is reinforced by reference to travel choice reflecting the unique needs of all communities. Such benefits are anticipated to be realised more greatly in the medium and long term and as such, significant positive alignment is assigned for both periods. Minor positive alignment is assigned in the short term.	N/A
3) To reduce levels of crime and fear of crime associated with the transport network	I, R, +	I, R, +	I, R, +	M	By specifically referencing the ensuring of safety for all communities, the Policy indirectly aligns with the SEA Objective. The promotion of health and wellbeing is done so within the context of enabling of travel choice prevents the Core Policy achieving a higher degree of alignment, though it is acknowledged this is not its primary function. As a result, minor positive alignment is assigned.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
4) To protect and enhance accessibility and connectivity	I, R, +	I, R, +	I, R, +	M	By referencing the enabling of travel choice which ensures the safety of all communities, while reflecting their unique needs, means the Core Policy directly and indirectly aligns with the SEA Objective. This is alongside the promotion of health and wellbeing which further infers maintained accessibility. Sustainable transport access is implied through reference to the protection of the environment, though active encouragement could be made explicit. Reference to the enhancement of accessibility and connectivity is also not outlined. As such, minor positive alignment to the SEA Objective is assigned.	Reference to the promotion of sustainable means of transport and sustainable access could be included within the Core Policy. A shift from enabling travel choice to <i>enhancing sustainable</i> travel choice would improve performance against the SEA Objective and Guide Questions.
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	M	The Core Policy indirectly addresses the topic of alternative or active model of travel. While the Core Policy is inclusive of all communities while reflecting their unique needs, there is a focus on travel choice rather than any active promotion of sustainable methods of transport including active travel. This could impact delivery in relation to long term alignment. As a result, minor positive alignment is assigned.	Given the low percentage of physically active adults, the Policy may be too passive in simply 'enabling travel choice'. This Policy could be improved by changing 'enabling' to 'promoting', with specific reference added to Active Travel as a transport choice.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
6) To protect and enhance geodiversity and soil quality	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. It does not however go as far as to encourage <i>enhancement</i> and does not directly reference geodiversity and soil quality. It is however acknowledged this is not the primary function of the Core Policy. With this considered, minor positive alignment is assigned.	The Core Policy could include reference to <i>enhancement</i> alongside protection of the environment.
7) To protect and enhance the water environment and reduce risk of flooding	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. Through ensuring safety, this may indirectly reduce the risk of flooding. It does not however go as far as to encourage <i>enhancement</i> and does not directly reference the water environment or the reduction of risk of flooding. It is however acknowledged this is not the primary function of the Core Policy. With this considered, minor positive alignment is assigned.	The Core Policy could include reference to <i>enhancement</i> alongside protection of the environment.
8) To protect and enhance air quality	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. The promotion of health and wellbeing may indirectly protect air quality, notably in relation to sensitive/vulnerable receptors. It does not	The Core Policy could include reference to <i>enhancement</i> alongside protection of the environment.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					however go as far as to encourage <i>enhancement</i> and does not directly reference air quality. It is however acknowledged this is not the primary function of the Core Policy. With this considered, minor positive alignment is assigned.	
9) To minimise carbon emissions associated with the transport highway network	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. It does not however go as far as to encourage <i>enhancement</i> and does not directly reference carbon emissions. While the Core Policy enables travel choice, it does not directly reference sustainable methods of transport though it is acknowledged this is not the primary function of the Core Policy. With this considered, minor positive alignment is assigned.	The Core Policy could include reference to <i>enhancement</i> alongside protection of the environment. The Core Policy could move from enabling travel choice to <i>enhancing sustainable</i> travel choice.
10) To ensure resilience to climate change	0	0	0	M	The Core Policy does not explicitly address resilience in relation to climate change. However, it is recognised that this is not the function of this Core Policy. With this considered, neutral alignment is assigned.	N/A
11) To minimise waste generation and	I, R, +	I, R, +	I, R, +	M	The Core Policy does not directly address waste, though through protecting the environment, there is indirect alignment with the SEA Objective. It does not however go as far as to	The Core Policy could include reference to <i>enhancement</i>

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
support re-use and recycling					encourage <i>enhancement</i> . With this considered, minor positive alignment is assigned.	alongside protection of the environment.
12) To protect function and usage of material assets	I, R, +	I, R, +	I, R, +	M	While the Core Policy does not directly reference the protection of the function and usage of material assets, enabling travel choice that reflects communities' unique needs, and the ensuring of their safety could indirectly benefit the SEA Objective. As a result, minor positive alignment is assigned.	N/A
13) To conserve and enhance the historic and cultural environment	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. It does not however go as far as to encourage <i>enhancement</i> and does not directly reference the built environment. It is however acknowledged this is not the primary function of the Core Policy. With this considered, minor positive alignment is assigned.	N/A
14) To protect and enhance landscape, townscape, and visual amenity	I, R, +	I, R, +	I, R, +	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. It does not however go as far as to encourage <i>enhancement</i> and does not directly reference the built environment. It is however acknowledged this is not the primary function of the Core Policy.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					With this considered, minor positive alignment is assigned.	
<b>Core Policy 4</b>						
1) To protect and enhance biodiversity	D/I, R, +	D/I, R, +	D, I, R, ++	M	By referencing environmental benefit, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference biodiversity, associated indirect benefits to the natural environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	It could be made explicit benefit to the environment is for <i>all</i> communities.
2) To protect and enhance human health and wellbeing	I, I, +	D, I, R, ++	D, I, R, ++	L	Through reference to health and wellbeing benefit, alongside the improvement of transport network user's experiences the Core Policy directly aligns with the SEA Objective, with associated improvement expected to increase in the medium and long term. This is supported through explicit support of innovation, alongside identification and development. As a result, significant positive alignment is assigned for these time periods. Minor positive alignment is assigned in the short term.	It could be made explicit benefit to health and wellbeing is for <i>all</i> communities.
3) To reduce levels of crime and fear of	D, I, R, +	D, I, R, ++	D, I, R, ++	M	By referencing benefit to wellbeing and the improvement of transport network users'	It could be made explicit benefit to health and

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
crime associated with the transport network					experiences, the Core Policy directly and indirectly aligns with the SEA Objective, with associated benefits likely to increase in the long term. As a result, significant positive alignment is assigned to this period. Minor positive alignment is assigned in the medium and short term.	wellbeing is for <i>all</i> communities.
4) To protect and enhance accessibility and connectivity	D/I, R, +	D/I, R, +	D/I, R, +	L	Through reference to improvement to transport network users' experience and benefit to health and wellbeing as a result of innovation means the Core Policy indirectly aligns with the SEA Objective. Despite this, without reference to sustainable transport solutions, minor positive alignment is assigned.	It could be made explicit benefit to health and wellbeing is for <i>all</i> communities.
5) To promote alternative modes of travel, including active travel	D, I, R, +	D, I, R, +	D, I, R, +	M	Through reference to innovative transport solution which benefit the environment, the Core Policy directly and indirectly aligns with the SEA Objective. Without direct reference to the promotion/enhancement of sustainable transport solutions or active travel, minor positive alignment is assigned.	Reference to the promotion of innovative sustainable transport related solutions could be included alongside identification and development. Explicit reference to active travel could also be added.
6) To protect and enhance geodiversity and soil quality	D/I, R, +	D/I, R, +	D/I, R, ++	M	By referencing environmental benefit, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference geodiversity and soils, associated indirect benefits to the natural	It could be made explicit benefit to the environment is for <i>all</i> communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	
7) To protect and enhance the water environment and reduce risk of flooding	D/I, R, +	D/I, R, +	D/I, R, ++	M	By referencing environmental benefit, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference the water environment, associated indirect benefits to the built environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this time. This is supported by the inclusion of providing benefit to health and wellbeing, and improvement of user experience of transport network users which may indirectly contribute to the reduction of the risk of flooding. Minor positive alignment is assigned to in the short and medium term.	It could be made explicit benefit to the environment is for <i>all</i> communities.
8) To protect and enhance air quality	I, I, +	I, I, +	I, I, +	M	By referencing environmental benefit, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference air quality, associated indirect benefits to the environment and health and wellbeing would be expected to increase in the long term, and thus a significant positive	Reference to health and wellbeing benefit being for <i>all</i> communities could be made explicit.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	
9) To minimise carbon emissions associated with the transport network	I, I, +	I, I, +	I, I, +	M	The Core Policy does not directly address the minimisation of carbon emissions, though through providing for environmental and health and wellbeing benefit there is indirect alignment with the SEA Objective. With this considered, minor positive alignment is assigned.	Reference to the promotion of innovative sustainable transport related solutions could be included alongside mere identification and development.
10) To ensure resilience to climate change	0	0	0	M	The Core Policy does not explicitly address resilience in relation to climate change. However, it is recognised that this is not the function of this Core Policy. With this considered, neutral alignment is assigned.	N/A
11) To minimise waste generation and support re-use and recycling	I, I, +	I, I, +	I, I, +	M	The Core Policy does not directly address waste, though through providing for environmental benefit there is indirect alignment with the SEA Objective. With this considered, minor positive alignment is assigned.	It could be made explicit benefit to the environment is for all communities.
12) To protect function and usage of material assets	I, I, +	I, I, +	I, I, +	M	Through referencing the improvement of transport network user's experience, the Core Policy indirectly aligns with the SEA Objective. As a result, minor positive alignment is assigned.	N/A

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
13) To conserve and enhance the historic and cultural environment	D/I, R, +	D/I, R, +	D/I, R, ++	M	By referencing environmental benefit, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference the historic and cultural environment, associated indirect benefits to the built environment would be expected to increase in the long term, and thus a significant positive alignment is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	It could be made explicit benefit to the environment is for <i>all</i> communities.
14) To protect and enhance landscape, townscape, and visual amenity	D/I, R, +	D/I, R, +	D/I, R, ++	M	By referencing environmental benefit, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference landscape, townscape and visual amenity, associated indirect benefits to the built environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	It could be made explicit benefit to the environment is for <i>all</i> communities.
<b>Core Policy 5</b>						

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
1) To protect and enhance biodiversity	D, I, R +	D, I, R +	D, I, R, ++	M	Through reference to the enabling of environmental benefit and adaption to climate change, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference biodiversity, associated indirect benefits to the natural environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.
2) To protect and enhance human health and wellbeing	D, I, R +	D, I, R +	D, I, R, ++	M	By referencing the promotion of health and wellbeing while enabling decarbonisation through innovation and collaboration, the Core Policy directly and indirectly aligns with the SEA Objective. As a result, minor positive alignment is assigned in the short and medium term, with significant positive alignment assigned in the long term.	The Core Policy could be improved by specifying the promotion of health and wellbeing for <i>all</i> of Leicestershire's communities.
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R +	D/I, R +	D/I, R +	M	By referencing the promotion of health and wellbeing, the Core Policy directly and indirectly aligns with the SEA Objective. While crime is not directly referenced as part of this benefit, it is acknowledged this is not the primary function of this Core Policy. As a result, minor positive alignment is assigned.	The Core Policy could be improved by specifying the promotion of health and wellbeing for <i>all</i> of Leicestershire's communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
4) To protect and enhance accessibility and connectivity	D/I, R +	D/I, R +	D/I, R ++	M	The Core Policy indirectly aligns with the SEA Objective as a result of the ensuring of a resilient transport network which results in health and wellbeing benefit. Greater reference however could be given to enabling sustainable access, though it is acknowledged this is not the primary function of this Core Policy. As a result, minor positive alignment is assigned in the short and medium term, with significant positive alignment assigned in the long term.	The Core Policy could be improved by specifying the promotion of health and wellbeing for <i>all</i> of Leicestershire's communities.
5) To promote alternative modes of travel, including active travel	D/I, R +	D/I, R +	D/I, R ++	M	The Core Policy indirectly aligns with the SEA Objective as a result of reference to the enabling of decarbonised transport solutions that achieve health, wellbeing and environmental benefit. While there is not specific reference to sustainable methods of transport or active travel, this is implied. As a result, minor positive alignment is assigned in the short and medium term, with significant positive alignment assigned in the long term.	Specific reference could be added to active travel. The Core Policy could also be improved by specifying the promotion of health and wellbeing for <i>all</i> of Leicestershire's communities.
6) To protect and enhance geodiversity and soil quality	D/I, R +	D/I, R +	D/I, R ++	M	Through reference to the enabling of environmental benefit and adaption to climate change, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference geodiversity and soil quality, associated indirect	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					benefits to the natural environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	
7) To protect and enhance the water environment and reduce risk of flooding	D, I, R +	D, I, R +	D, I, R, ++	M	Through reference to the enabling of environmental benefit and adaption to climate change, the Core Policy directly and indirectly aligns with the SEA Objective. Adaption to climate change to ensure a resilient transport network directly contributes to the reduction of the risk of flooding. While the Core Policy does not specifically reference the water environment, associated indirect benefits would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.
8) To protect and enhance air quality	D/I, R +	D/I, R +	D/I, R, ++	M	By referencing the promotion of health, wellbeing and the environment, all while enabling decarbonisation through innovation and collaboration, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference to air quality, associated indirect benefits to the natural environment would be expected to	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	
9) To minimise carbon emissions associated with the transport network	D/I, R +	D/I, R ++	D/I, R ++	M	The Core Policy directly aligns with the SEA Objective through reference to the enabling of the decarbonisation and adaption to climate change by the transport network which provides benefit to the environment. As a result, significant positive alignment is assigned in the medium and long term. Minor positive alignment is assigned in the short term.	N/A
10) To ensure resilience to climate change	D, I, R +	D, I, R ++	D, I, R, ++	M	The Core Policy's explicit reference to climate change adaption to ensure a resilient transport network means there is direct alignment with the SEA Objective, with significant positive alignment assigned in the medium and long term.	N/A
11) To minimise waste generation and support re-use and recycling	I, I, +	I, I, +	I, I, +	M	Through reference to the enabling of environmental benefit and adaption to climate change, the Core Policy directly and indirectly aligns with the SEA Objective despite no specific reference to waste. As a result, minor positive alignment is assigned.	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
12) To protect function and usage of material assets	D, R, +	D, R, ++	D, R, ++	M	The Core Policy directly aligns with this SEA Objective through reference to ensuring a resilient transport network. Associated direct benefits would be expected to increase in the medium and long term, and thus significant positive alignment is assigned in these time periods. Minor positive alignment is assigned in the short term.	N/A
13) To conserve and enhance the historic and cultural environment	D, R, +	D, R, +	D, R, ++	M	Through reference to the enabling of environmental benefit and adaption to climate change, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference the historic and cultural environment, associated indirect benefits to the built environment would be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.
14) To protect and enhance landscape, townscape, and visual amenity	D, R, +	D, R, +	D, R, ++	M	Through reference to the enabling of environmental benefit and adaption to climate change, the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference landscape, townscape and visual amenity, associated indirect benefits to the built environment would	The Core Policy could be improved by specifying environmental improvement is for <i>all</i> of Leicestershire's communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					be expected to increase in the long term, and thus a significant positive effect is assigned in this period. Minor positive alignment is assigned to in the short and medium term.	
<b>Core Policy 6</b>						
1) To protect and enhance biodiversity	D/I, R +	D/I, R +	D/I, R +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address biodiversity as one of the changes and challenges which impact communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement, including in relation to biodiversity. For these reasons, minor positive alignment is assigned.	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimental 'address' of changes and challenges.
2) To protect and enhance human health and wellbeing	D/I, R +	D/I, R +	D/I, R +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address human health and wellbeing as one of the challenges which impact communities. As a result, minor positive alignment is assigned.	The Core Policy could be improved through explicit reference to health and wellbeing in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
						resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.
3) To reduce levels of crime and fear of crime associated with the transport network	D/I, R +	D/I, R +	D/I, R +	L	The Core Policy indirectly aligns with this SEA Objective. It is inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address levels of crime and fears of crime as one of the challenges which impact communities. While crime is not explicitly addressed in the Core Policy or associated Core Theme statements, there is reference to ensuring transport networks operate in a safe manner. As a result, minor positive alignment is assigned.	There could be improvement through making explicit that the changes and challenges to be addressed would be those that impact all communities.
4) To protect and enhance accessibility and connectivity	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address levels accessibility and connectivity as one of the challenges which impact communities. Though again uncertain, the SEA Objective could be especially receptive to those benefits achieved from a flexible approach	There could be improvement by making explicit that the changes and challenges to be addressed would be those that impact all communities.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					to technology and innovation. With this considered, a minor positive alignment is assigned.	
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the promotion of alternative modes of travel as one of the challenges which impact communities. Though again uncertain, the SEA Objective could be especially receptive to those benefits achieved from a flexible approach to technology and innovation. With this considered, minor positive alignment is assigned.	In terms of improvement, it should be outlined that those changes and challenges, including those in relation to the promotion of alternative modes of travel, of all of Leicestershire's communities should be addressed.
6) To protect and enhance geodiversity and soil quality	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address geodiversity and soil quality as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and	The Core Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					enhancement, including in relation to geodiversity and soil quality. As such, minor positive alignment is assigned.	rudimental 'address' of changes and challenges.
7) To protect and enhance the water environment and reduce risk of flooding	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the water environment and flood risk as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement, including in relation to the water environment or the reduction of the risk of flooding. As such, minor positive alignment is assigned.	The Core Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimental 'address' of changes and challenges.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
8) To protect and enhance air quality	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address air quality as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. As such, minor positive alignment is assigned.	The Core Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.
9) To minimise carbon emissions associated with the transport network	I, R, +	I, R, +	I, R, +	L	The Core Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the minimisation of carbon emissions as one of the challenges which impact all communities. The Policy does not specifically reference carbon emissions though this is inferred through the Protecting Our Environment Core Theme statement which references the monitoring and identification of environmental impacts. There is not however specific mention of minimisation so minor positive alignment is assigned.	The Core Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
10) To ensure resilience to climate change	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the need for resilience in relation to climate change as one of the challenges which impact all communities. The Enhancing our Transport Network's Resilience Core Theme statement ensures the transport network is monitored and managed to ensure it operates in an efficient, reliable and resilient manner. Despite this, there is no specific reference to resilience in relation to climate change. As such, minor positive alignment is assigned.	There could be improvement by specifically referencing resilience to climate change either directly in the Core Policy, or within either the Enhancing Our Network's Resilience or Protecting the Environment Core Theme statements.
11) To minimise waste generation and support re-use and recycling	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address waste as one of the challenges which impact all communities. With this considered, a minor positive alignment is assigned.	There could be improvement by specifically referencing resilience to climate change either directly in the Core Policy, or within either the Enhancing Our Network's Resilience or Protecting the Environment Core Theme statements.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
12) To protect function and usage of material assets	D, R, +	D, R, +	D, R, +	L	The Core Policy directly and indirectly aligns with the SEA Objective with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the protection of the function and usage of material assets one of the changes and challenges which impact communities within Leicestershire to be addressed through policy development, technology and innovation. By ensuring that innovation enables an 'efficient and resilient' transport network as specified in the Enhancing our Transport Network's Resilience Core Theme statement, the function and usage of material assets is protected. As a result, a minor positive alignment is assigned.	In terms of improvement, it should be outlined that those changes and challenges to be addressed are those faced by all of Leicestershire's communities.
13) To conserve and enhance the historic and cultural environment	I, R, +	I, R, +	I, R, +	L	The Core Policy indirectly aligns with this SEA Objective, with it inferred, albeit with a degree of uncertainty, that the utilising of data, monitoring and evaluation would address the historic and cultural environment as one of the challenges which impact all communities. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts albeit with a lack of certainty as to how it would directly address protection and enhancement, including	The Core Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?					
	S-T	M-T	L-T	Certainty	Commentary	Recommendations
					in relation to the built environment. As such, minor positive alignment is assigned.	rudimentary 'address' of changes and challenges.
14) To protect and enhance landscape, townscape, and visual amenity	I, R, +	I, R, +	I, R, +	L	The Policy partially and indirectly aligns with the Objective, the protection and enhancement of landscape, townscape and visual amenity one of the changes and challenges which impact communities within Leicestershire to be addressed through policy development, technology and innovation. The associated Protecting our Environment Core Theme statement has a focus on the identification and monitoring of environmental impacts with a lack of certainty as to how it would directly address protection and enhancement. In any case, the Policy does not go as far to directly encourage the protection and enhancements of the landscape, townscape, and visual amenity. As such, minor positive effects are assigned.	The Policy could be improved through explicitly referencing the environment in relation to the changes and challenges which impact all communities. Where possible, focus could relate to active benefit and resolution, including protection and enhancement, rather than the rudimentary 'address' of changes and challenges.

## Appendix E: LTP4 Core Document (Post-Consultation) Assessment Matrices

### Assessment Matrices of LTP4 Core Document Vision and Policies Where Significant Change has been Observed

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?				
	S-T	M-T	L-T	Certainty	Commentary
<b>Core Policy 1 and Vision</b>					
1) To protect and enhance biodiversity	D/I, R +	D/I, R +	D/I, R +	M	By ensuring transport interventions accord with the Protecting our Environment core theme, the Policy directly and indirectly accords with this SEA Objective. Safeguarding the environment is central to the Vision. However, neither the Vision or Core Policy go as far as to encourage enhancements and as such they are unlikely to deliver on the Guide Questions relating to improvements in the long term. As a result minor positive alignment with the SEA Objective is assigned.
2) To protect and enhance human health and wellbeing	D, R, +	D, R, +	D, R, +	M	By ensuring transport interventions align with the Enabling Health and Wellbeing Core Theme, the Policy directly aligns with this Objective. This is further supported by reference within the Vision to the delivery of economic prosperity which can also lead to indirect health benefits. The delivery of a connected and integrated transport network facilitates active travel modes which can further lead to improved health outcomes. However, focus within the Vision is largely on <i>supporting</i> the health of communities, while the Core Theme is centred on <i>enabling</i> health and wellbeing. These could go further to directly encourage <i>enhancement</i> which would allow for closer alignment with The SEA Objective, most notably in the long term. As such, minor positive alignment is assigned.
4) To protect and enhance accessibility and connectivity	D/I, R +	D/I, R +	D/I, R +	M	By ensuring transport interventions align with the Enhancing Our Network's Resilience Core Theme, the Core Policy indirectly aligns with this SEA Objective. Though the Vision outlines the delivery of a connected, integrated transport network which is resilient and well-maintained, without direct reference to the <i>enhancement</i> of accessibility and/or connectivity, minor positive alignment is assigned.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?				
	S-T	M-T	L-T	Certainty	Commentary
5) To promote alternative models of travel, including active travel	I, I, +	I, I, +	I, I, +	M	Through ensuring transport solutions abide to the Enhancing Our Transport Network's Resilience Core Theme, the Core Policy indirectly aligns with this SEA Objective. The Vision calls for the delivery of a connected and integrated transport network facilitates alternate modes of transport, however, does not go as far to <i>promote</i> it. As a result, minor positive alignment is assigned.
<b>Core Policy 2</b>					
2) To protect and enhance human health and wellbeing	I, R, +	I, R, +	I, R, +	M	Reference within the Core Policy to the delivery of a safe and accessible transport network that enable access to services (assumed to include healthcare facilities) means there is indirect alignment with the SEA Objective. The delivery of a safe, accessible and integrated transport network facilitates further improved health outcomes. Though there is not direct reference to the protection and enhancement of human health and wellbeing, it is acknowledged this is not the primary function of this Core Policy. As a result, minor positive alignment is assigned.
4) To protect and enhance accessibility and connectivity	D/I, R +	D/I, R +	D/I, R +	M	There is direct and indirect alignment with the SEA Objective, the Core Policy outlining the need for the delivery of an accessible, integrated and connected transport network. While it is inferred that this would be protected and enhanced through being resilient, and well managed, direct reference to enhancement could be made. Reference to the enabling of access for all communities is not made, which may obstruct wider protection of accessibility and connectivity. As a result, minor positive alignment is assigned.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?				
	S-T	M-T	L-T	Certainty	Commentary
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, +	M	Though alternative modes of travel, including active travel, are not directly referenced in the Core Policy, reference to the enabling of access to jobs, education and services means there is indirect alignment with this SEA Objective. The delivery of a safe, connected and integrated transport network facilitates active travel modes, though does not go as far to directly reference or <i>promote</i> . Reference to the enabling of access for all communities is not made, which may obstruct wider promotion of alternative modes of travel. For this reason minor positive alignment is assigned.
<b>Core Policy 3</b>					
2) To protect and enhance human health and wellbeing	D/I, R +	D, I, R ++	D, I, R ++	M	By specifically referencing the ensuring of safety and promotion of health and wellbeing while enabling travel choice in Leicestershire's communities, the Core Policy directly aligns with the Objective. This is reinforced by reference to travel choice reflecting the unique needs of communities. Through <i>actively</i> promoting health and wellbeing, such benefits are anticipated to be realised more greatly in the medium and long term and as such, significant positive alignment is assigned for both periods. Minor positive alignment is assigned in the short term.
3) To reduce levels of crime and fear of crime associated with the transport network	I, R, +	I, R, +	I, R, ++	M	By specifically referencing the ensuring of safety for communities, the Policy directly aligns with the SEA Objective. <i>Actively</i> promoting health and wellbeing further supports associated benefits in relation to the reduction of levels of crime and fear of crime, anticipated to be realised more greatly in the long term. As a result, a significant positive effect is assigned in the long term, with minor positive alignment assigned in the short and medium term.

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?				
	S-T	M-T	L-T	Certainty	Commentary
4) To protect and enhance accessibility and connectivity	D/I, R +	D/I, R +	D/I, R ++	M	By referencing the enabling of travel choice which ensures the safety of Leicestershire's communities, while reflecting their unique needs, means the Core Policy directly and indirectly aligns with the SEA Objective. This is alongside <i>actively</i> promoting health and wellbeing which further infers maintained accessibility and supports long term benefits, albeit indirectly. Sustainable transport access is implied through reference to the protection of the environment, though active encouragement could be made explicit. Reference to the enhancement of accessibility and connectivity is also not outlined. With this considered, a significant positive effect is assigned in the long term, with minor positive alignment assigned in the short and medium term.
5) To promote alternative modes of travel, including active travel	I, R, +	I, R, +	I, R, ++	M	The Core Policy indirectly addresses the topic of alternative or active model of travel. While the Core Policy is inclusive of the unique needs of Leicestershire's communities, there is a focus on travel choice rather than any active promotion of sustainable methods of transport including active travel. Despite this, actively promoting health and wellbeing supports associated benefits, anticipated to be realised more greatly in the long term, albeit indirectly. As a result, a significant positive effect is assigned in the long term, with minor positive alignment assigned in the short and medium term.
8) To protect and enhance air quality	I, R, +	I, R, +	I, R, ++	M	By referencing the protection of the environment, the Core Policy directly and indirectly aligns with the SEA Objective. Actively promoting health and wellbeing may indirectly protect air quality, notably in relation to sensitive/vulnerable receptors. Associated benefits are anticipated to be realised more greatly in the long term, albeit indirectly. Though the Core Policy does not go as far as to encourage <i>enhancement</i> , and does not directly reference air quality, It is acknowledged this is not its primary function. With this considered, a significant

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?				
	S-T	M-T	L-T	Certainty	Commentary
					positive effect is assigned in the long term, with minor positive alignment assigned in the short and medium term.
<b>Core Policy 4</b>					
2) To protect and enhance human health and wellbeing	D/I, R +	D, I, R ++	D, I, R ++	M	Through reference to the promotion of health and wellbeing, alongside the improvement of transport network user's experiences the Core Policy directly aligns with the SEA Objective, with associated improvement expected to increase in the medium and long term. This is supported through explicit support of <i>innovation</i> , alongside identification and development. As a result, significant positive alignment is assigned for these time periods. Minor positive alignment is assigned in the short term.
3) To reduce levels of crime and fear of crime associated with the transport network	D, I, R, +	D, I, R, +	D, I, R, ++	M	By referencing the promotion of wellbeing and the improvement of transport network users' experiences, the Core Policy directly and indirectly aligns with the SEA Objective, with associated benefits likely to increase in the long term. As a result, significant positive alignment is assigned to this time period. Minor positive alignment is assigned in the medium and short term.
4) To protect and enhance accessibility and connectivity	D/I, R +	D/I, R +	I, R ++	M	Through reference to improvement to transport network users' experience and the promotion of health and wellbeing, including as a result of innovation, means the Core Policy indirectly aligns with the SEA Objective. A significant positive effect is assigned in the long term, albeit indirectly, with minor positive alignment assigned in the short and medium term.
5) To promote alternative modes of travel, including active travel	D, I, R, +	D, I, R, +	I, R ++	M	Through reference to innovative transport solution which benefit the environment, the Core Policy directly and indirectly aligns with the SEA Objective. Despite direct reference to the promotion/enhancement of sustainable transport solutions or active travel, the <i>promotion</i> of health and wellbeing would lead to indirect benefits anticipated to be more greatly realised in the long term. With this

SEA Objective	How does the Vision / Core Policy Align with the SEA Objective?				
	S-T	M-T	L-T	Certainty	Commentary
					considered, a significant positive effect is assigned in the long term, albeit indirectly, with minor positive alignment assigned in the short and medium term.
8) To protect and enhance air quality	D/I, R, +	D/I, R, +	D/I, R, ++	M	By referencing environmental <i>benefit</i> , the Core Policy directly and indirectly aligns with the SEA Objective. While the Core Policy does not specifically reference air quality, associated indirect benefits as a result of promoting environment and health and wellbeing would be expected to increase in the long term, and thus a significant positive effect is assigned in this time period. Minor positive alignment is assigned to in the short and medium term.
<b>Core Policy 5</b>					
4) To protect and enhance accessibility and connectivity	D/I, R, +	D/I, R, +	D/I, R, ++	M	The Core Policy indirectly aligns with the SEA Objective as a result of the ensuring of a resilient transport network which results in health and wellbeing benefit. The delivery of travel choice is done so to <i>promote</i> health and wellbeing, facilitating alternative modes of travel including active travel. Despite a lack of explicit reference to active travel, significant positive alignment assigned in the long term, albeit indirectly. Minor positive alignment is assigned in the short and medium term.
5) To promote alternative modes of travel, including active travel	D/I, R, +	D/I, R, +	D/I, R, ++	M	The Core Policy indirectly aligns with the SEA Objective as a result of reference to the enabling of decarbonised transport solutions that achieve health, wellbeing and environmental benefit. While there is not specific reference to sustainable methods of transport or active travel, this is implied through outlining the delivery of travel choice to promote health and wellbeing. As a result, minor positive alignment is assigned in the short and medium term, with significant positive alignment assigned in the long term.

## Appendix F: Scoping Consultation Response

### Responses from Scoping Report Statutory Consultees

Consultee	Corresponding Section of the Scoping Report	Consultee Comments	Action Taken
Historic England	Throughout the Scoping Report	Overall we welcome the inclusion of cultural heritage along with landscape, townscape and visual as objectives for assessment work, and the references to these which run through the document.	Noted – no further action.
	Core Policies	The elements relating to ‘protecting our environment’ largely refer to net zero aspirations and environment pollution. The scope could be widened out to include connections between changes in/improvements to travel options and the potential positive effects these could have on natural and historic environments as well as landscape, townscape and visual amenity.  Core Policy 3 Protecting our Environment could be said to touch on that in its wording, but the content of the core policies offers opportunity to encapsulate SEA objectives in a wider sense.	Noted – these are to be addressed as part of the recommendations process, highlighting a greater emphasis on enhancement.
	Paragraph 4.14 and Appendix C - Baseline information: Plans, Policies and Programmes	We would recommend that Historic Landscape Characterisation information is considered in addition to our Heritage Counts information:  <a href="#">Historic Landscape Characterisation</a> <a href="#">Heritage Counts</a>	Noted – have been incorporated into Relevant Plans, Policies and Programmes Section.
	Appendix C - Baseline information: Plans, Policies and Programmes	It is not clear why Appendix C (cultural heritage section) only refers to Listed Buildings and setting and no other heritage assets. The other heritage assets should also be included in the list, or all grouped together under a ‘designated/non-designated heritage assets’ encompassing term.	Noted – have been incorporated into Relevant Plans, Policies and Programmes Section.

Consultee	Corresponding Section of the Scoping Report	Consultee Comments	Action Taken
	Appendix C - Baseline information: Plans, Policies and Programmes	Appendix C cultural heritage 'issues' section only potential conflict is identified. The scope of the Plan should be widened to allow consideration of opportunities to conserve or enhance, better reveal, and/or appreciate cultural heritage elements.	Noted – have been incorporated into Relevant Plans, Policies and Programmes Section.
	Table 4-2 SEA Framework of objectives guide questions and draft indicators	Historic England's Heritage Counts information may offer ideas around identifying further potential indicators in respect of the cultural heritage section. <a href="#">Heritage Counts</a>	Noted - we have reviewed and considered the guide questions appropriate as they stand.
Natural England	Throughout the Scoping Report	Natural England generally welcomes the Scoping report and considers that it takes full account of the impacts to the natural environment that would be likely to arise from a strategic plan for transport.	Noted – no further action.
	Appendix C - Baseline information: Plans, Policies and Programmes	We note that green infrastructure has been included within the report, however we would suggest that reference is made to Natural England's <a href="#">Green Infrastructure Framework: Principles &amp; Standards</a> . The Framework includes the <a href="#">Natural England Green Infrastructure Planning and Design Guide 2023</a> which provides evidence based practical guidance on how to plan and design good green infrastructure. It complements the National Model Design Code and National Design Guide and can be used to help planners and designers develop local design guides and codes with multifunctional green infrastructure at the heart.	Noted – these have been considered as part of the assessment and recommendation process of the LHDG.
	Appendix C - Baseline information: Plans,	We also suggest you may want to refer to <a href="#">Natural England's Accessible Greenspace Standards</a> which update the Angst standards and appear within	Noted – these have been considered as part of the assessment and

Consultee	Corresponding Section of the Scoping Report	Consultee Comments	Action Taken
	Policies and Programmes	the Green Infrastructure Framework to determine open space needs based on size, proximity capacity and quality.	recommendation process of the LHDG.
	Throughout the Scoping Report	We are pleased to note that Biodiversity Net Gain has been included within the report and the opportunities that it can bring to encourage transport projects to incorporate habitat enhancements and connectivity, together with accessible greenspace.	Noted – no further action.

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