

1 ACCESSIBILITY STRATEGY

Accessibility Strategy	SEA Objectives													
	1. Conserve and enhance biodiversity	2. Adopt the principle of no net loss of designated habitats, and attach the highest priority to conserving and improving designated sites	3. Reduce the negative impacts of the transportation network on air quality	4. Introduce measures that minimise noise impacts on people and noise sensitive properties	5. Improve road safety and make people feel safer when using all forms of transport	6. Reduce levels of transport-related crime and fear of crime	7. Improve access to key services and facilities using sustainable modes of transport wherever possible	8. Encourage healthier lifestyles through travel choice	9. Minimise the impact of the transport network on the quality and quantity of the County's water resources	10. Reduce the contribution of transportation to greenhouse gases	11. Preserve and enhance the County's landscapes and townscapes	12. Preserve or enhance the County's cultural heritage, including architectural and archaeological heritage	13. Preserve/ promote those assets of economic value to an area	14. Promote regeneration in areas of low income and social exclusion
Sub-component/measure														
Integration of accessibility planning into land use planning	?	?	?/+	+	0/+	0	+	?	0	?/+	+	?	+	+
Cooperative working with other agencies (eg NHS, Learning & Skills Council) to address access problems	0	0	0	0	0	0	+	+	0	0	0	0	+	+
Work with new employers to establish Travel Plans for new developments	0	0	+/?	+	+	0	+	+	0	+/?	0	0	+	+

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Work with new employers to establish Travel Plans for new developments by::														
Provision of mini-interchanges and shelters	-/?	0	?/+	0/?	+	+/-	+	0	0	0/?	0	+/?	+/?	+/?
Maintenance of important walking and cycling routes linking residential areas and local centres and interchanges	+/-	0	+	+	0	0	+	+	0	+	+	+	+	+
Provision of feeder bus services	0	0	+/?	+/-	+/?	?	+	0	0	+/?	0	0	+	+

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Provision of Park & Ride facilities, e.g. at selected local stations	-/?	-/?	+/?	+/-	?	?	+	0	-	+/?	-/?	?	+	+/?
Improve the pedestrian environment and cycling facilities e.g. by re-designation of footpaths for schools access, improvement of routes identified in Public Rights of Way Improvement Plans (ROWIP), appropriate maintenance	-/?	-/?	+/?	+/-	?/+	?	+	+	0	+/?	+	+/-0	+	+/?
Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use by:														

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Ensuring the implications of the Disability Discrimination Act, where it applied to the Countryside and Rights of Way Act, are addressed.	-/?	-/?	0	0	0	0	0	+	0	0	0	0	0	0
Developing the network of multi-user routes	-/?	-/?	+	0	0	0	+	+	0	0	0	+/?	0	0
Increasing maintenance of the Public Rights of Way network	0	0	0	0	+	0	+	+	0	0	+/?	0	0	0
Engage with public transport service providers at service design stage to identify service requirements	0	0	0	0	0	0	+	0/+	0	0	0	0	+	+

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	1. Conserve and enhance biodiversity	2. Adopt the principle of no net loss of designated habitats, and attach the highest priority to conserving and improving designated sites	3. Reduce the negative impacts of the transportation network on air quality	4. Introduce measures that minimise noise impacts on people and noise sensitive properties	5. Improve road safety and make people feel safer when using all forms of transport	6. Reduce levels of transport-related crime and fear of crime	7. Improve access to key services and facilities using sustainable modes of transport wherever possible	8. Encourage healthier lifestyles through travel choice	9. Minimise the impact of the transport network on the quality and quantity of the County's water resources	10. Reduce the contribution of transportation to greenhouse gases	11. Preserve and enhance the County's landscapes and townscapes	12. Preserve or enhance the County's cultural heritage, including architectural and archaeological heritage	13. Preserve/ promote those assets of economic value to an area	14. Promote regeneration in areas of low income and social exclusion
Deliver improved bus services via approaches described in the Bus Strategy (<i>refer to assessment under Bus Strategy</i>)														
Provide funding for community transport	0	0	0	0	+	+	+	0	0	0	0	0	+/?	+
Improve public transport ticketing and journey planning information	0	0	0	0	+	?	0	0/+	0	0	0	0	0	+

SEA Objective:	1. Conserve and enhance biodiversity		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects*	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	County wide land bank – includes three cSACs in addition to SSSIs and other designated sites – high value	Medium and long-term effect which could be negative or positive	Low degree of certainty as impact unclear from information available for assessment.	Positive/negative medium to long-term impact. Incorporate promotion of conservation and enhancement of biodiversity into scheme proposals.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	County wide	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Regeneration/ development areas. Low to high value.	No significant effects anticipated, however potential for negative effects associated with park and ride facilities or interchanges.	Low degree of certainty as impact unclear from information available for the assessment.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Local and county wide	Potential for short term negative effects	Low degree of certainty	Minimise loss of or, damage to natural habitats e.g. trees, hedges	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Local and county wide	Potential for short to long term negative effects	Low degree of certainty	Minimise loss of, or damage to natural habitats.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	County wide	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	County wide	No significant effects anticipated except where new interchanges/ bus stations may be proposed.	Low to medium degree of certainty as impact unclear from information available for the assessment	Ensure conservation and enhancement of biodiversity is address in any new scheme proposals.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	County wide	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	County wide	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential medium to long term impacts associated with new infrastructure. It's assumed that magnitude of potential effects would be minimised by adoption of appropriate best practice mitigation measures.			Assessment of significance	Medium

SEA Objective:	2. Adopt the principle of no net loss of designated habitats, and attach the highest priority to conserving and improving designated sites		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	County-wide land bank – includes three cSACs in addition to SSSIs and other designated sites	Medium and long-term effect which could be negative or positive	Low degree of certainty as impact unclear from information available for assessment.	Any schemes, including route improvements, that may affect cSACs will require Appropriate Assessment.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	County-wide land bank – includes three cSACs in addition to SSSIs and other designated sites	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Regeneration/ development areas. Low to high value.	No significant effects anticipated, however potential for negative effects associated with park and ride facilities or interchanges.	Low degree of certainty as impact unclear from information available for the assessment.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Local and county wide	Potential for short term negative effects	Low degree of certainty	Minimise loss of, or damage to natural habitats.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Local and county wide	Potential for short to long term negative effects	Low degree of certainty	Minimise loss of, or damage to natural habitats.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	County wide	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	County wide	No significant effects anticipated except where new interchanges/ bus stations may be proposed.	Low to medium degree of certainty as impact unclear from information available for the assessment	Ensure statutory requirements for protection of designated sites, habitats and species are considered and adhered to..	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	County wide	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	County wide	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential medium to long term impacts associated with new infrastructure. The magnitude of potential effects would be mitigated through statutory requirements.			Assessment of significance	Low

SEA Objective:	3. Reduce the negative impacts of the transportation network on air quality		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	County wide and trans-boundary air quality/ human health	Potential medium and long-term positive effects through reduced travel need.	Low degree of certainty; subject to extent of shift to alternative modes of transport.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	County wide and trans-boundary air quality/ human health	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	County wide and trans-boundary air quality/ human health	Potential medium and long-term positive effects through reduced private car use.	Medium degree of certainty.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Local air quality	Potential medium to long term positive effects.	Medium degree of certainty subject to extent of modal shift	Promote appropriate measures under Air Quality Strategy.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Local and county wide	No significant effects anticipated due to negligible effects on modal shift.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	County wide	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	County wide	Potential medium to long term benefits, subject to modal shift to buses. Medium to long term positive effects associated with improved vehicle maintenance and technology.	Low to medium degree of certainty. Benefits subject to success in achieving modal shift.	Address needs of rural and urban fringe communities, in addition to urban. Consider improvements to late night services.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	County wide	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	County wide	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential medium to long term positive effects associated with measures that reduce need to travel and encourage modal shift away from private car use.			Assessment of significance	High

SEA Objective:	4. Introduce measures that minimise noise impacts on people and property		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<i>Accessibility Strategy</i>					
<i>Integration of accessibility planning into land use planning</i>	Local noise impacts – quality of life.	Potential medium and long-term positive effects through reduced travel need.	Low degree of certainty; subject to extent of shift to alternative modes of transport and proximity of commercial/ industrial and residential areas.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	Local noise impacts – quality of life.	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Local noise impacts – quality of life.	Potential medium and long-term positive effects through reduced travel need.	Low degree of certainty; subject to extent of shift to alternative modes of transport and proximity of commercial/ industrial and residential areas.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Local noise impacts – quality of life.	Potential short to long term adverse effects due to increased use of route through residential areas. Potential short to long term positive effects elsewhere if modal shift occurs.	Low degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Local noise impacts – quality of life.	No significant effects anticipated due to negligible effects on modal shift.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	Local noise impacts – quality of life.	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	Local noise impacts – quality of life.	No significant effects identified.	Medium to high degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	Local noise impacts – quality of life.	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	Local noise impacts – quality of life.	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential minor benefits through achieving reduced traffic growth associated with measures that reduce need to travel and encourage modal shift away from private car use.			Assessment of significance	Low

SEA Objective:	5. Improve road safety and make people feel safer when using all forms of transport		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	All areas – impacts on human health - safety	Potential medium and long-term positive effects associated with improved transport links between land use.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	All areas – impacts on human health - safety	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	All areas – impacts on human health - safety	Potential medium to long term benefits associated with provision of designated facilities and services for employees.	Low to medium degree of certainty.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	All areas – impacts on human health - safety	Potential short to long term benefits associated with provision of improved facilities.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	All areas – impacts on human health - safety	Potential short to long term benefits associated with provision of improved facilities.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	All areas – impacts on human health - safety	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	All areas – impacts on human health - safety	Short to long term positive effects associated with improved services and facilities.	Medium degree of certainty subject to success of implementation.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	All areas – impacts on human health - safety	Short to long term positive effects through provision of transport for vulnerable user groups..	Medium degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	All areas – impacts on human health - safety	Short to long term positive effects due to increased customer certainty.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects associated with improving condition of transport routes, accessibility to transport facilities and ease of use of transport services.			Assessment of significance	Medium to high

SEA Objective:	6. Reduce levels of transport-related crime and fear of crime.		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<i>Accessibility Strategy</i>					
<i>Integration of accessibility planning into land use planning</i>	All areas – impacts on human health - safety	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	All areas – impacts on human health - safety	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	All areas – impacts on human health - safety	No significant effects identified. Provision of designated services and facilities for employees might reduce crime incidences.	Low to medium degree of certainty.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	All areas – impacts on human health - safety	Potential positive or negative effects subject to extent of isolation/ usage and measures to design out crime, e.g. improved lighting, CCTV, urban design principles.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	All areas – impacts on human health - safety	No significant effects identified.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	All areas – impacts on human health - safety	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	All areas – impacts on human health - safety	Potential medium to long term positive effects associated with improved facilities.	Medium degree of certainty subject to scheme design.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	All areas – impacts on human health - safety	Short to long term positive effects through provision of transport for vulnerable user groups..	Medium degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	All areas – impacts on human health - safety	Short to long term positive effects due to increased customer certainty.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects associated with measures to design out crime and to alleviate perceived fear of crime.			Assessment of significance	Medium

SEA Objective:	7. Improve access to key services and facilities using sustainable modes of transport wherever possible		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium to long term positive effects inherent in the integration process.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life	Medium to long term positive effects through identification of existing gaps or inadequacies in access and transport provision.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium to long term positive effects through identification of, and provision for, alternative transport arrangements.	Medium degree of certainty.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium to long term positive effects particularly for short journey distances.	Low to medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium to long term positive effects but anticipated to mainly affect leisure trips.	Low to medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium to long term positive effects through directing service provision to meet customer requirements whilst maintaining an economically viable service.	Medium to high degree of certainty (subject to agreement of contract between service providers and Local Transport Authority	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium to long term positive effects.	Medium degree of certainty subject to effective service provision.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Short to long term positive effects through provision of transport for vulnerable user groups..	Medium degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects associated with measures to improve service provision and access, but dependant upon effective collaboration between relevant bodies.			Assessment of significance	High

SEA Objective:	8. Encourage healthier lifestyles through travel choice		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	Urban and non-urban communities	Potential indirect benefits through reduced car use (improved air quality) and through increased pedestrian/ cycle trips.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	Urban and non-urban communities	Potential indirect benefits through provision of alternative transport options.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Urban and non-urban communities	Potential benefits through reduced car use (improved air quality) and through increased pedestrian/ cycle trips.	Medium degree of certainty.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Urban and non-urban communities	Potential benefits through reduced car use (improved air quality) and through increased pedestrian/ cycle trips.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Urban and non-urban communities	Potential benefits through reduced car use (improved air quality) and through increased pedestrian/ cycle trips.	Low to medium degree of certainty subject to numbers effected.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	Urban and non-urban communities	Potential benefits in particular where identification of new services increases access to recreation facilities/ areas.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	Urban and non-urban communities	Potential benefits in particular where identification of new services increases access to recreation facilities/ areas.	Medium to high degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	Urban and non-urban communities	No significant effects identified.	Medium degree of certainty.	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	Urban and non-urban	Potential benefits where access to recreation facilities/ areas is facilitated.	Medium degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects associated with improved access to recreational areas, and to encourage non- vehicular transport.			Assessment of significance	Medium

SEA Objective:	9. Minimise the impact of the transport network on the quality and quantity of the County's water resources.		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	County wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements. Several designated nature conservation sites associated with aquatic habitats	No significant effects identified, though may be benefits associated with reduced motor vehicle usage and reduced vehicle journeys, with concomitant reduction in risk of pollution incidents.	Medium degree of certainty.	No mitigation identified. Assume Environment Agency guidance on best practice adopted during design and construction of any new infrastructure	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>					
<i>Work with new employers to establish Travel Plans for new developments</i>					
<i>Improve the pedestrian environment and cycling facilities</i>					
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>					
<i>Engage with public transport service providers at service design stage to identify service requirements</i>					
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>					
<i>Provide funding for community transport</i>					
<i>Improve public transport ticketing and journey planning information</i>					
Qualitative summary	No significant effects identified. Scheme specific mitigation would be implemented at project level.			Assessment of significance	Low

SEA Objective:	10. Reduce the contribution of transportation to greenhouse gases		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	Regional air quality – impacts on climate	Potential medium and long-term positive effects through reduced travel need, with reduced vehicle journeys, or reduction in growth of vehicle journeys.	Low to medium degree of certainty. Assumes integration will reduce travel need – subject to local workforce being/becoming available. Higher speed links may also increase emissions of greenhouse gases.	No mitigation identified at this stage.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	Regional air quality – impacts on climate	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Regional air quality – impacts on climate	Potential medium and long-term positive effects through reduced travel need, with reduced vehicle journeys, or reduction in growth of vehicle journeys and increase in use of sustainable transport alternatives	Medium degree of certainty.	Establish Travel Plan at development design stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Regional air quality – impacts on climate	Potential minor medium to long-term benefits where cumulative measures result in significant reduction in motorised vehicle use.	Medium degree of certainty – subject to extent of modal shift away from private car use and number of journey s/areas affected.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Regional air quality – impacts on climate	No significant effects identified.	High degree of certainty – assumes that contribution to greenhouse gases by private car use by mobility or sensory impaired is relatively small. .	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	Regional air quality – impacts on climate	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	Regional air quality – impacts on climate	Potential medium to long term positive effects, subject to modal shift to buses and concomitant reduction in private car usage.	Low to medium degree of certainty. Benefit subject to success in achieving modal shift.	Address regional travel needs, in addition to local requirements, when considering bus service requirements, including links to rail and airports.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	Regional air quality – impacts on climate	No significant effects identified	Medium to high degree of certainty. Community transport considered likely to represent relatively small proportion of county-wide transport.	No mitigation identified	Qualitative assessment, workshop and professional judgement

<i>Improve public transport ticketing and journey planning information</i>	Regional air quality – impacts on climate	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects associated with measures to promote alternatives to private car use, dependent upon extent of modal shift achieved.			Assessment of significance	Medium

SEA Objective:	11. Preserve and enhance the County's landscapes and townscapes		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<i>Accessibility Strategy</i>					
<i>Integration of accessibility planning into land use planning</i>	County wide landscape/townscape – rural/urban	Positive long term effect – potential negative effects of development on landscape would be minimised.	Medium to high degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	County wide landscape/townscape – rural/urban	May be limited benefits associated with walking and cycling routes. May be limited adverse effects where Park and Ride or mini interchange facilities are proposed.	Medium to high degree of certainty.	Promote landscape enhancement during design of development schemes.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	County wide landscape/townscape – rural/urban	Potential positive effects.	Medium degree of certainty	Promote good landscape design principles.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	County wide landscape/townscape – rural/urban	Potential positive effects associated with maintenance of Public Rights of Way.	Medium degree of certainty.	Promote good landscape design principles.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential for localised landscape enhancement through improvement to footpaths and cycle ways. Potential for localised adverse effects where new infrastructure may be developed.			Assessment of significance	Medium

SEA Objective:	12. Preserve and enhance the County's cultural heritage, including architectural and archaeological heritage		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	Urban and rural built heritage and buried archaeology	Positive or negative moderate to long term effects dependent upon location of developments.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	Urban and rural built heritage and buried archaeology	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Urban and rural built heritage and buried archaeology	No significant effects identified. However potential for enhancement of built heritage features associated with provision of interchanges and improvements to walking and cycling routes.	Medium degree of certainty.	Promote good urban design and ensure design of any new built features complements local; built environment.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Urban and rural built heritage and buried archaeology	Potential for positive effects.	Medium degree of certainty	No mitigation identified. Assume use of materials in-keeping with setting.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Urban and rural built heritage and buried archaeology	No significant effects identified.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	Urban and rural built heritage and buried archaeology	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	Urban and rural built heritage and buried archaeology	Potential for development of landmark structures with medium to long term positive effects. Potential adverse effects associated with security measures, e.g. lighting.	Medium degree of certainty subject to scheme design.	Ensure design of new transport infrastructure complements local built environment.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	Urban and rural built heritage and buried archaeology	No significant effects identified.	Medium degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	Urban and rural built heritage and buried archaeology	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential for positive or negative effects on local cultural heritage features, subject to design.			Assessment of significance	Medium

SEA Objective:	13. Preserve those assets of economic value to a area		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Positive long term effects.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Positive long term effects.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Positive long term effects.	Medium degree of certainty.	Consider Travel Plan at development feasibility stage.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Positive medium to long term effects.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	No significant effects identified.	Medium degree of certainty. Assume relatively low usage associated with employment.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision	Positive medium to long term effects.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement

	High value				
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Positive medium to long term effects, subject to effective provision and utilisation of services.	Medium degree of certainty	Service providers to be involved in Travel Plans for new developments.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Potential for indirect positive short to long term effects by enhancing access to services and facilities.	Low degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
<i>Improve public transport ticketing and journey planning information</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	No significant effects identified.	High degree of certainty	No mitigation identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects.			Assessment of significance	High

SEA Objective:	14. Promote regeneration in areas of low income and social exclusion		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
Accessibility Strategy					
<i>Integration of accessibility planning into land use planning</i>	Former coalfields areas, rural areas and deprived urban areas	Potential positive long-term effects through providing access to local employment	Medium – subject to appropriate public transport provision or facilities for walking/cycling. Assumes new employment areas can utilise local people (ie will not require "import" of specialist skilled workers from outside the area)	None identified for LTP	Qualitative assessment, workshop and professional judgement
<i>Cooperative working with other agencies to address access problems</i>	Former coalfields areas, rural areas and deprived urban areas	Positive medium to long-term effects by increasing access to services, educational facilities, etc	Medium – requires collaboration with public transport service providers and affordable travel	Include transport providers in dialogue with other agencies and ensure fair fares systems.	Qualitative assessment, workshop and professional judgement
<i>Work with new employers to establish Travel Plans for new developments</i>	Former coalfields areas, rural areas and deprived urban areas	Positive medium to long-term benefits where travel plans address needs of the local community to access employment	Medium	Include assessment of local employee needs at early stage in establishment of Travel Plan.	Qualitative assessment, workshop and professional judgement
<i>Improve the pedestrian environment and cycling facilities</i>	Former coalfields areas, rural areas and deprived urban areas	Potential medium to long-term benefits where employment accessible by non-vehicular modes of transport	Medium	Ensure appropriate and safe walking/cycling routes provided for in new development	Qualitative assessment, workshop and professional judgement
<i>Improve accessibility to the Public Rights of Way network for mobility and sensory impaired use</i>	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified	Medium to high. It is assumed that proportion of mobility or sensory impaired would be relatively low, though there may be areas where this is not the case (eg. higher proportion of retired people)	Consider the types of user groups requiring access to the Public Rights of Way and provide appropriate access improvements.	Qualitative assessment, workshop and professional judgement
<i>Engage with public transport service providers at service design stage to identify service requirements</i>	Former coalfields areas, rural areas and deprived urban areas	Positive short to long-term effects	Medium – subject to service requirement identification being supported by appropriate service provision.	Include customer representatives in identification of service requirements. Ensure identified services are provided, e.g through provision of incentives or contracts with service providers.	Qualitative assessment, workshop and professional judgement
<i>Deliver improved bus services via approaches described in the Bus Strategy</i>	Former coalfields areas, rural areas and deprived urban areas	Potential for positive short to long-term effects.	Medium - subject to effectiveness of improvements to services, ticketing and information	Address needs of more isolated, poorer and rural communities in determining service requirements.	Qualitative assessment, workshop and professional judgement
<i>Provide funding for community transport</i>	Former coalfields areas, rural areas and deprived urban areas	Possible minor positive effects in the short to long-term	Medium - subject to the level of community transport currently available and the	No mitigation identified	Qualitative assessment, workshop and professional judgement

			needs of the local communities		
<i>Improve public transport ticketing and journey planning information</i>	Former coalfields areas, rural areas and deprived urban	Potential for minor positive effects, though improved customer awareness	Medium – subject to requirements of the local communities and appropriate services being available	Journey planning and ticketing information should be related to identification of service requirements and made available in easily accessible format.	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects, provided that local communities are involved in the planning of transport provision and that transport provision is appropriate to the needs and means of the communities.			Assessment of significance	Medium