

## 4 AIR QUALITY STRATEGY

Air Quality 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 property	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 choices	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														
Reduce travel need														
Collaborate with other planning departments in formation of land use policies to ensure focus on sustainable settlement patterns, as identified in the South Yorkshire Spatial Vision.	0	0	+	+	0	0	+	+/0	+	+	+	+/?	+/0	+
Promote sustainable transport alternatives														
Improvement of facilities for walking and cycling, to encourage use of these for shorter trips – as under the Congestion Strategy	0	0	+/?	0	+/?	0	+	+	+/?	+/0	0	0	+/0	+

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Encourage greater use of public transport – <i>through measures included under Congestion Strategy</i>														
<b>Local Road Transport AQMs</b>														
Endorsement of local transport measures detailed in existing air quality action plans for Air Quality Management Areas (AQMs)	0	0	+	0	0	0	+	0	0/+	+	0	0	0	0
Integration into LTP No. 2 of any measures designed to address air quality problems in any new local road transport AQMs identified by local authorities	0	0	+	0	0	0	+	0	0	+	0	0	0	0
Improvements to road vehicle stock to ensure high proportion of low														

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emission, cleaner vehicles														
Liaison with bus, taxi and fleet operators and the freight industry to encourage introduction of low emission technology, including Euro 1V compliant bus and HGVs	0	0	+	0	0	0	0	0	+	+	0	0	0	0
Promote concept of Car Clubs through the Travel Planning process	0	0	+	0	0	0	+	+/?	0	+	0	0	0	+/?
Establish a programme of emissions testing and enforcement	0	0	+	0	0	0	0	0	0	+	0	0	-/?	-/?
Improve air quality monitoring and modelling to better identify problem areas	0	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 property	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 choices	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
Support the country-wide media campaign, <i>Care4Air</i> and implement other publicity and general awareness-raising campaigns	0	0	(+)	0	0	0	0	0	0	(+)	0	0	0	0
Explore opportunities to introduce Low Emission Zones, where tighter controls over worst polluting vehicles would apply, together with initiatives to encourage vehicle replacement or switching to cleaner engines.	0	0	(+)	0	0	0	0	0	0	(+)	0	0	-/?	-/?

Key to perceived impacts: + positive; ++ very positive; - negative; ? unknown; 0- no impact

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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Local air quality – impacts on vegetation local to schemes. May also be transboundary effects  Greenhouse gases – impacts over wider area where greenhouse gas emissions contribute to global air quality and climate change	No significant effects identified. May be adverse impacts local to specific projects, particularly during construction works, e.g. for new transport links subject to location.  May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	Assessment of air quality impacts on sensitive ecosystems in internationally designated nature conservation sites and SSSIs may be required, where such sites are within 200m of a scheme (refer to worksheet for Objective 2) Construction works environmental management plans to take account of sensitive habitats and/or species in close proximity to works.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Local air quality – local to schemes. May also be transboundary effects.  Greenhouse gases over wider area – county-wide and transboundary effects	No significant effects identified. May be adverse impacts local to specific projects, particularly during construction works, subject to location.  May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	As above	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	Local air quality and greenhouse gases – as above	No significant effects identified. May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	Subject to types of measures proposed. Construction works environmental management plans to take account of sensitive habitats and/or species in close proximity to works.	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Local air quality and greenhouse gases – as above	No significant effects identified. May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	Ensure older vehicles removed from use when replaced by new stock, rather than being sold on. Ensure emissions from vehicle scrapping operations rigorously controlled, in addition to the proposed monitoring and control of emissions from operational vehicles.	Qualitative assessment, workshop and professional judgement

<b>Qualitative summary</b>	Possible short-term adverse impacts associated with construction operations, subject to location and nature of specific schemes. These should, however, be controlled via adoption of best practice measures during construction works. Reduction in vehicle journeys (based on number and length of journeys) and improvements in road stock should result in overall improvement in air quality, however it is not known, at this stage, whether any measurable change in biodiversity might result.	<b>Assessment of significance</b>	Low
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<b>SEA Objective:</b>	<b>2. Adopt the principle of no net loss of designated habitats, and attach the highest priority to conserving and improving designated sites</b>		<b>Worksheet completed by and date:</b>	<b>Scott Wilson June 2005</b>	
<b>Plan strategic alternative or subcomponent</b>	<b>Description of value and vulnerability of the area likely to be affected</b>	<b>Description of the magnitude of the effects</b>	<b>Level of certainty (high/medium/low) and associated comments</b>	<b>Description of mitigation and its implementation</b>	<b>Description of how the judgement was reached</b>
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Local air quality – impacts on designated sites and protected species, which are sensitive to air pollution, local to schemes. May also be transboundary. County includes three cSACs in addition to SSSIs and other designated sites – high value  Greenhouse gases – impacts over wider area – county-wide and transboundary - where greenhouse gas emissions contribute to global air quality and climate change.	No significant effects identified, however, may be adverse impacts local to specific projects, particularly during construction works, subject to location.  May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	Where schemes may affect a cSAC, an Appropriate Assessment will be required. Assessment of air quality impacts on any cSACs within 200m of a scheme will also be required. Compensatory habitat creation may be required where designated sites likely to be affected. Mitigation measures to be agreed with English Nature.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Local air quality – local to schemes. May also be transboundary. County includes three cSACs in addition to SSSIs and other designated sites – high value  Greenhouse gases over wider area – county-wide and transboundary	No significant effects identified. May be adverse impacts local to specific projects, particularly during construction works, subject to location.  May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	Where schemes may affect a cSAC, an Appropriate Assessment will be required. Construction works environmental management plans to take account of sensitive habitats and/or species in close proximity to works.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	Local air quality and greenhouse gases – as above	No significant effects identified. May be potential for improved air quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.	Medium	Subject to types of measures proposed. Construction works environmental management plans to take account of sensitive habitats and/or species in close proximity to works.	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of</i>	Local air quality and greenhouse gases – as above	No significant effects identified. May be potential for improved air	Medium	Ensure older vehicles removed from use when replaced by new stock,	Qualitative assessment, workshop and professional judgement

<i>low emission, cleaner vehicles</i>		quality to enhance occurrence of air pollution sensitive species, subject to other conditions being favourable.		rather than being sold on. Ensure emissions from vehicle scrapping operations rigorously controlled, in addition to the proposed monitoring and control of emissions from operational vehicles.	
<b>Qualitative summary</b>	Possible short-term to long-term adverse impacts associated with construction of new schemes, subject to location and nature of specific schemes. These should, however, be controlled via statutory requirements for assessment and mitigation. Reduction in vehicle journeys (based on number and length of journeys) and improvements in road stock should result in overall improvement in air quality, however it is not known, at this stage, whether any measurable change in biodiversity might result.			<b>Assessment of significance</b>	Medium

<b>SEA Objective:</b>	<b>3. Reduce the negative impacts of the transportation network on air quality</b>		<b>Worksheet completed by and date:</b>	<b>Scott Wilson June 2005</b>	
<b>Plan strategic alternative or subcomponent</b>	<b>Description of value and vulnerability of the area likely to be affected</b>	<b>Description of the magnitude of the effects</b>	<b>Level of certainty (high/medium/low) and associated comments</b>	<b>Description of mitigation and its implementation</b>	<b>Description of how the judgement was reached</b>
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Local air quality – impacts on human health	Potential medium to long-term positive effect due to reduction in vehicle journeys (product of number of journeys and journey distances)	Medium to high – subject to effective alternative modes of transport being provided and utilised together with modal shift	None identified	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Local air quality – impacts on human health	Potential medium to long-term positive effect due to reduction in vehicle journeys (product of number of journeys and journey distances)	Medium to high – subject to promotion activities resulting in modal shift	None identified	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	Local air quality - impacts on human health	Potential medium to long-term positive effect - subject to measures proposed within air quality plans	Medium	Ensure measures are compatible with other measures incorporated within LTP2	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Local air quality - impacts on human health	Potential long-term positive effect as older vehicles are replaced by newer technology	Medium	Ensure older vehicles are removed from use when replaced.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential medium to long term cumulative effects associated with measures that reduce need to travel and encourage modal shift away from private car use.			<b>Assessment of significance</b>	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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Urban areas and rural communities – impacts on quality of life  High value	Potential indirect, localised positive effects associated with reduction in growth of vehicular traffic in vicinity of sensitive receptors, eg residential areas, schools, hospitals, tranquil areas, subject to modal shift occurring and location of schemes/development areas.	Medium	None identified	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Urban areas and rural communities – impacts on quality of life  High value	Potential indirect, localised positive effects associated with reduction in growth of vehicular traffic in vicinity of sensitive receptors, eg residential areas, schools, hospitals, subject to modal shift occurring and location of schemes/development areas.	Medium – subject to reduction in growth of vehicular traffic	None identified	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMAS)- endorsement of existing and any new measures proposed within air quality action plans</i>	Urban areas and rural communities – impacts on quality of life  High value	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Urban areas and rural communities – impacts o quality of life  High value	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential benefits through achieving reduced traffic growth associated with measures that reduce need to travel and encourage modal shift away from private car use.			<b>Assessment of significance</b>	Medium

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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMAS)- endorsement of existing and any new measures proposed within air quality action plans</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects on safety anticipated as a result of air quality strategy measures.			<b>Assessment of significance</b>	Low

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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMAS)- endorsement of existing and any new measures proposed within air quality action plans</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	All areas – impacts on human health - safety	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects on safety anticipated as a result of air quality strategy measures			<b>Assessment of significance</b>	Low

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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Potential indirect medium to long-term positive impacts associated with improved land use planning and reduced need to travel.	Medium – subject to reduction in vehicle journeys or modal shift to less polluting modes of transport	Ensure needs of both urban and non-urban communities are addressed, in particular those of rural and more isolated communities.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Potential positive medium to long-term impacts	Medium – subject to provision of appropriate services and modal shift	Ensure needs of both urban and non-urban communities are addressed, in particular those of rural and more isolated communities.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMAs)- endorsement of existing and any new measures proposed within air quality action plans</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Indirect potential positive effect where measures included in action plans include provision for/ promotion of, sustainable forms of transport	Low to Medium – subject to detailed measures within air quality action plans	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	No significant effects identified	Medium	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive effects associated with measures to provide and promote sustainable forms of transport. Magnitude of effects will depend upon success of measures in achieving modal shift away from private car use and in meeting the needs of all communities – both urban and non-urban.			<b>Assessment of significance</b>	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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Urban and non-urban communities	Potential indirect, minor medium to long-term positive impacts where reduced travel needs facilitates walking and cycling as an alternative to vehicular transport.	Medium	Incorporate designated pedestrian routes and cycle routes, and associated facilities, into design plans for new developments.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Urban and non-urban communities	Potential positive medium to long-term impacts where walking and cycling are promoted	Medium	Incorporate designated pedestrian routes and cycle routes, and associated facilities, into design plans for new developments	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMAS)- endorsement of existing and any new measures proposed within air quality action plans</i>	Urban and non-urban communities	No significant effects identified.	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Urban and non-urban communities	No significant effects identified.	High	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive effects associated with provision of facilities that would promote walking and cycling as an alternative to using vehicular transport.			<b>Assessment of significance</b>	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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	County wide water resources including major aquifers and rivers, supplying water to major conurbations and to smaller settlements. Several designated nature conservation sites based upon aquatic habitats.	Potential for minor medium to long-term positive effects where vehicle journeys reduced.	Medium – subject to reduced journey distances and vehicle growth	Incorporate sustainable drainage systems and pollution control measures in design of new transport links and interchanges. Consider vulnerability of surface and ground water resources and undertake appropriate flood risk assessment, during land use planning.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	County wide water resources – as above	Medium to long-term benefits where modal shift occurs away from use of motorised vehicles.	Medium – subject to effective provision of alternatives and modal shift	None identified. Assume that sustainable transport systems would incorporate principles of sustainable drainage and pollution control and would not exacerbate flood risk.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	County wide water resources – as above	No significant effects identified. May be positive effects arising from any measures within plans that result in reduction in motorised vehicle use.	Medium – subject to measures incorporated in air quality action plans	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	County wide water resources – as above	Potential medium to long-term positive effects associated with replacement of older, potentially less well-maintained vehicles, with newer stock	Medium	Ensure both older and new vehicles are well-maintained to avoid risk of pollution associated with poorly maintained vehicles. Promote programme of vehicles checks – including random checks to promote awareness of importance of maintenance in terms of pollution prevention. Checks of maintenance depots also recommended to ensure pollution control measures are being appropriately implemented.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive medium to long-term effects associated with reduction in motorised vehicle journeys together with sustainable drainage and pollution control measures for new transport links. Benefits could be further enhanced by promoting vehicle maintenance as an active pollution control measure and ensuring appropriate pollution control measures are implemented at public service vehicle depots.			<b>Assessment of significance</b>	Medium

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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Regional air quality – impacts on climate	Potential medium to long-term positive effects if vehicle journeys reduced or growth in vehicle journeys reduced	Medium – total emissions dependent upon vehicle journeys and speed; reduction in congestion or construction of higher speed roads may increase emissions	Assess effects of requirements for improvements to, or provision of new, motorised vehicle transport links, on CO2 emissions at an early stage in land use planning.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Regional air quality – impacts on climate	Potential medium to long-term positive effects if vehicle journeys reduced or growth in vehicle journeys reduced	Medium – dependent upon modal shift away from use of private motorised vehicles	None identified. Assessment and minimisation of greenhouse gas emissions anticipated to be integral to the development and design of sustainable transport systems.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	Regional air quality – impacts on climate	Potential medium to long-term positive effects	Medium – subject to details of air quality action plans	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Regional air quality – impacts on climate	Potential medium to long-term positive effects	Medium to high – subject to older, more polluting vehicles being removed from operation and not being “sold-on”	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive effects associated with measures to reduce motorised vehicular journeys and gradual shift to cleaner vehicles. However, potential adverse effects due to increased travel speeds associated with reduced congestion and/or upgrading of roads to higher speed limits must also be considered.			<b>Assessment of significance</b>	High

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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	County wide landscape & townscape value – rural and urban areas. Includes part of Peak District National Park	Medium to long-term indirect positive effects on rural landscape. Potential for medium to long-term positive effects on townscape.	Medium to high – reduction in travel need should reduce encroachment of development upon non-urbanised areas. Positive effects on townscape subject to design.	Promote good landscape and urban design principles.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	County wide landscape & townscape value – rural and urban areas	Medium to long-term indirect positive effects.	Medium to high – subject to design	Promote good landscape and urban design principles	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	County wide landscape & townscape value – rural and urban areas	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	County wide landscape & townscape value – rural and urban areas	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive indirect effects associated with control of development and assuming adoption of good design principles.			<b>Assessment of significance</b>	Medium

SEA Objective:	12. Preserve or 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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Urban and rural built heritage and buried archaeology	Potential positive indirect effects associated with improvements to urban environment (eg derelict, brownfield sites), opportunities to create new "landmarks" reflecting the identify and character of an area	Medium – subject to nature and location of development	Promote good urban design. Ensure new construction compliments existing setting	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Urban and rural built heritage and buried archaeology	Potential positive indirect effects associated with improvements to urban environment and opportunities to create landmarks associated with new transport systems	Medium – subject to location and nature of development	Promote good urban design. Ensure new construction compliments existing setting.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	Urban and rural built heritage and buried archaeology	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Urban and rural built heritage and buried archaeology	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive indirect effects associated with development control and potential to enhance built environment by creation of new landmark structures that reflect and compliment the existing setting.			<b>Assessment of significance</b>	Medium

SEA Objective:	13. Preserve and promote 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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision  High value	Potential for positive indirect long-term effects, but subject to other factors	Low - medium – assumes appropriately skilled workforce can be resourced within local area, or will be encouraged to move into the area. Other factors can affect willingness of workforce to move into area (eg schooling, location, other facilities).	None identified as part of LTP. Review of labour resources required as part of land use planning and development process.	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision  High value	Positive indirect long-term effects	Medium – assumes that promotion and provision of effective transport systems will promote economic development.	Requirements for non-employment related transport alternatives should be considered alongside employment related transport alternatives, to ensure good all round transport provision for employees and their families.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMAs)- endorsement of existing and any new measures proposed within air quality action plans</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision  High value	No significant effects identified.	Medium – subject to details of air quality action plans. Measures relating to transport provision covered by assessment under reduced travel need and promotion of sustainable transport alternatives.	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision  High value	No significant effects identified, though owners of older cars may be penalised.	Medium	Ensure adequate alternative transport provision in place before penalising owners of older cars. Consider implementation of incentives to encourage replacement of older private vehicles.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential for positive indirect effects, however this is dependent upon other factors, including availability of appropriately skilled workforce, or ability of the area to attract in an appropriate workforce.			<b>Assessment of significance</b>	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
<b>Air Quality Strategy</b>					
<i>Reduce travel need – by collaboration with other planning departments in formation of land use policies</i>	Former coalfields areas, rural areas and deprived urban areas	Potential positive medium to long-term effects associated with developments in vicinity of these areas.	Low to medium – subject to appropriate public transport services being provided, or facilities for walking/cycling to work	None identified	Qualitative assessment, workshop and professional judgement
<i>Promote sustainable transport alternatives</i>	Former coalfields areas, rural areas and deprived urban areas	Potential positive medium to long-term effects associated with developments in vicinity of these areas.	High – assuming sustainable transport alternatives are affordable and meet the requirements of the local communities	Ensure fair fare system for regular travellers. Also, ensure transport provision provides for non-employment related travel, eg. links to larger conurbation, leisure time travel, links to hospitals and other community facilities.	Qualitative assessment, workshop and professional judgement
<i>Local Road Transport Air Quality Management Areas (AQMA)- endorsement of existing and any new measures proposed within air quality action plans</i>	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified	High	None identified	Qualitative assessment, workshop and professional judgement
<i>Improvements to road vehicle stock to ensure high proportion of low emission, cleaner vehicles</i>	Former coalfields areas, rural areas and deprived urban areas	Potential adverse effects unless adequate alternative transport provision in place.	Medium	Ensure adequate alternative transport provision in place before penalising owners of older cars. Consider implementation of incentives to encourage replacement of older private vehicles and use of alternative modes of transport.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive effects associated with provision of transport to local areas of employment and to other services and facilities, but subject to development of local employment/educational opportunities and appropriate transport provision.			<b>Assessment of significance</b>	Medium