

2 CONGESTION STRATEGY

Congestion 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														
Making best use of the existing highway network														
In liaison with LDFs, location of new development in areas close to existing or potential public transport and walking/cycle routes.	-/+	-/+	?	0	0	0	+	+/?	0	?	+	0	+	+
Public transport priority measures (bus lanes, bus gates, local signal priority, Quality Bus Corridors)	0	0	+/?	0	0	0	+	0	0	+/?	0	0	0	0
Provision of improved infrastructure to support easier bus boarding and to create better waiting environments	0	0	0	0	+	+/?	+	0	0	0	0	0	0	0

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Provision of Intelligent Transport Systems (ITS)	0	0	0	0	+/?	0	0	0	0	0	-/?	-/+	0	0
Provision of Variable Message Signalling (VMS) on motorways	0	0	0	0	+	0	0	0	0	0	-/?	0	0	0
Modifications to junction control and layouts at problem locations	-/?	-/?	0	0	+	0	+	+	0	0	-/?	-/?	0	0
Improvement of crossing facilities (all modes)	-/?	-/?	0	0	+	0	+	+	-/?	0	-/?	+/-	0	0
Coordination of vehicle recovery	0	0	0	0	+	0	0	0	0	0	0	0	0	0
Decriminalised Parking Enforcement	0	0	0	0	0	-	0	0	0	0	0	0	0	0

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Strategic and well-planned maintenance works, and use of low maintenance materials to reduce frequency of and disruption caused by, maintenance repairs (<i>refer to assessment under Maintenance Strategy</i>)														
Effective maintenance and use of modern traffic control equipment to avoid congestion due to equipment failure	0	0	+/?	0	+	0	0	0	0	+/?	0	0	+	0
Road management schemes – to include routeing of HGVs along appropriate roads (<i>refer to Freight Strategy</i>)														
Demand Management Measures														

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Require Travel Plans for new development. Travel planning to be more effective and structured to include better monitoring and enforcement	0	0	+/?	?	0	0	+	?	0	+/?	0	0	+	+/?
Cohesive sub-regional Parking Strategy to incorporate Park & Ride strategy, extensions to Controlled Parking Zones, firm parking controls and pricing structures, and framework for maximum parking standards	-/?	-/?	+/?	0	0	0	0	0	0	0/?	0	0	-/?	-/?
In the longer term, introduction of more robust measures (e.g. congestion charging, road user pricing, workplace parking levies) in response to known and predicted increase in traffic and their effects on economic performance	0	0	+	0	0	0	0	0	0	+	0	0	0	-/?

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Improving Travel Choice														
Implementation of a comprehensive Bus Strategy, including assessment of Voluntary/Quality Bus Partnerships versus Quality Bus Contracts (<i>refer to assessment under Bus Strategy</i>)														
Implementation of short-term improvements identified in the Rail Plan (<i>refer to assessment under Rail Plan</i>)														
Improvements in walking and cycling facilities for shorter trips to encourage use of foot and cycle	0	0	+/?	0	+/?	0	+	+	0	+/0	0	0	0	
Development of new transport interchanges (<i>refer to accessibility strategy</i>)														

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Work with Sheffield Supertram operator to continue growth in patronage	0	0	0	0	0	0	+	0	0	0	0	0	+	+/-
Active promotion of public transport														
Implement marketing campaigns to target specific market segments and journey purpose combinations and geographical areas, which are most likely to be able to make use of public transport	0	0	0	0	0	0	+	+	0	+	0	0	+/-	+/-

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Implementation of integrated public transport ticketing (possibly building on the pilot Yorcard Smartcard project)	0	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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	County-wide land bank - impacts along existing network	Direct negative effects may be associated with improvement works to existing network, dependent upon nature of improvement works. Potential for positive effects by limiting development of new transport routes	Medium – dependent upon location and nature of any new development	Incorporate promotion of conservation and enhancement of biodiversity into any scheme proposals	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	County-wide land bank	Potential for negative effects where demand management coupled to development of Park & Ride area. Potential for positive effects where early Travel Planning for new development takes account of biodiversity issues	Medium – dependent upon location and nature of schemes	Ensure promotion of conservation and enhancement of biodiversity for any scheme proposals	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	County-wide land bank – impacts along existing and potential new routes	Potential for negative effects associated with development of new interchanges, Park and ride areas, etc	Low – dependent upon location and nature of any new infrastructure development	Ensure conservation and enhancement of biodiversity during scheme design and implementation	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	County-wide land bank – impacts along existing and potential new routes	No significant effects identified	High – soft promotion measures would have no physical effect on biodiversity	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential for adverse short to long term impacts associated with new infrastructure to facilitate public transport utilisation. The magnitude of potential effects would be minimised by making best use of existing network, by promotion of conservation and enhancement of biodiversity during new scheme design and by adoption of appropriate best practice mitigation measures during scheme implementation.			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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	County-wide land bank - includes three csACs in addition to SSSIs and other designated sites (high value) - impacts along existing network	Direct negative effects may be associated with improvement works to existing network, dependent upon nature of improvement works. Potential for positive effects by limiting development of new transport routes	Medium – dependent upon location and nature of any new development	Any schemes, including route improvements, that may affect csACs will require Appropriate Assessment. Ensure promotion of conservation and enhancement of biodiversity for any scheme proposals in accordance with statutory requirements	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	County-wide land bank	Potential for negative effects where demand management coupled to development of Park & Ride area. Potential for positive effects where early Travel Planning for new development takes account of biodiversity issues	Medium – dependent upon location and nature of schemes	Any schemes, including route improvements, that may affect csACs will require Appropriate Assessment. Ensure promotion of conservation and enhancement of biodiversity for any scheme proposals in accordance with statutory requirements	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	County-wide land bank – impacts along existing and potential new routes	Potential for negative effects associated with development of new interchanges, Park and ride areas, etc	Low – dependent upon location and nature of any new infrastructure development	Any schemes, including route improvements, that may affect csACs will require Appropriate Assessment. Ensure promotion of conservation and enhancement of biodiversity for any scheme proposals in accordance with statutory requirements.	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	County-wide land bank – impacts along existing and potential new routes	No significant effects identified	High – soft promotion measures would have no physical effect on biodiversity	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential for adverse short to long term impacts associated with new infrastructure to facilitate public transport utilisation, however, these would be mitigated through statutory requirements procedures.			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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	County-wide and transboundary local air quality – impacts on human health.	Potential medium to long-term benefits associated with public transport priority measures and improved reliability of traffic control systems, where these result in less standing traffic	Low to medium – dependent upon possible effects of bus priority measures on other traffic and whether measures result in significant modal shift away from private car use, thus reducing traffic growth	Avoid introduction of measures that will encourage transfer of traffic, and hence congestion, to other routes.	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	County-wide and transboundary local air quality – impacts on human health.	Medium to long-term benefits where measures result in modal shift and reduction in traffic growth, particularly in areas of higher population	Medium – subject to effective provision of sustainable transport alternatives	Coordinate implementation of demand management measures with identification of public transport requirements and optimisation of services, particularly along corridors most prone to congestion.	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	County-wide and transboundary local air quality – impacts on human health.	Potential benefits associated with improved public transport provision and facilities for walking/cycling	Medium – subject to success in achieving modal shift	None identified	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	County-wide and transboundary local air quality – impacts on human health.	No significant effects identified, however potential benefits if promotion results in modal shift away from private car use	Low to medium – subject to achieving modal shift	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential medium to long term benefits dependent upon achieving modal shift away from private car use. Provision of alternative transport modes in conjunction with other measures key to achieving modal shift. Consideration of congestion along non-urban routes should also be considered.			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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	Urban areas and rural communities – impacts on quality of life due to noise impacts	May be minor benefits associated with modal shift (reduction in private car use) and reduction in noise impacts associated with maintenance works. Routing of HGVs away from residential areas likely to have positive effect in terms of noise impacts	High – measures will not shift traffic away from existing route corridors, however improved maintenance strategies and more reliable traffic control systems should reduce congestion and hence the perception of noise experience along established	Consideration should be given to means of reducing traffic volumes, particularly HGVs, travelling through rural centres, subject to whether this can be achieved without unacceptable derogation of other environment assets.	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	Urban areas and rural communities – impacts on quality of life due to noise impacts.	No significant effects identified.	Low – potential effects will depend upon details of Travel Plans, whether or not interchanges are to be established, proximity of these to sensitive receptors, etc	Travel Plans need to address potential for noise impacts on sensitive receptors, particularly if interchange or bus turning facilities are included.	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	Urban areas and rural communities – impacts on quality of life due to noise impacts.	Potential negative effects associated with interchanges or Park & ride facilities, dependent upon location relative to sensitive receptors.	Low – magnitude of effects dependent upon scheme locations. Change in traffic volumes of > 25% required to bring about significant change in traffic noise	Assessments of traffic noise impacts required during development of proposals for any new transport schemes/interchanges	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	Urban areas and rural communities – impacts on quality of life due to noise impacts.	No significant effects identified	Medium to high – soft measures not likely to affect traffic noise directly	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential adverse effects associated with development of any new transport nodes, such as interchanges, Park & Ride areas. Potential minor benefits through achieving reduced traffic growth associated with measures that encourage modal shift away from private car use.			Assessment of significance	Low to 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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	All areas – impacts on human health - safety	Short term to long-term positive effects	Medium to high – strategy incorporates measures to improve safety and reliability of transport systems	None identified	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	All areas – impacts on human health - safety	No significant effects identified	High – demand management measures not considered directly relevant to safety and perception of safety	None identified	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	All areas – impacts on human health - safety	Medium to long-term, localised benefits for walker and cyclists through improvements in walking/cycling routes and facilities	High – magnitude of benefits subject to extent of pedestrian/cycle network county -wide	Improvements should also address security issues, eg avoid planting along route that could encourage crime against individual route users	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	All areas – impacts on human health - safety	No significant effects identified	High – soft measures not considered likely to affect safety or perception of safety	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive cumulative effects associated with improvements to condition of transport routes, reliability of transport systems 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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	All areas – impacts on human health - safety	No significant effects identified. Potential for some benefits associated with improvements public transport waiting areas	Medium – any benefits will depend upon improvement measures implemented	Improvement schemes should take account of public perception of crime risk and incorporate measures to address both the fear and the risks.	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	All areas – impacts on human health - safety	No significant effects identified	Medium – maybe adverse effects if personal security issues not addressed	Travel Plans should address issue of employee security in addition to transport modes	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	All areas – impacts on human health - safety	No significant effects identified	Medium to high – improvement in travel choice does not necessarily affect levels of personal security	None identified	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	All areas – impacts on human health - safety	No significant effects identified	High – soft measures to promote public transport not considered relevant	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential minor benefits associated with measures to design out crime and to alleviate perceived fear of crime, dependent upon measures implemented.			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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Indirect positive effects by location of new development close to existing public transport, walking and cycle routes improving efficiency of public transport system, hence potentially encouraging modal shift and generally improving efficiency of operation of transport links	Medium: short term benefits associated with improvement to operation of transport links; longer term benefits if modal shift away from private car use can be achieved.	Identify service requirements – both for urban and non-urban (commuter) communities	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Potential negative effects if too stringent measures introduced, particularly if these create bias against those travelling into urban areas from outlying areas.	Medium – subject to extent and types of measures introduced, and when	Ensure adequate public transport facilities, including urban fringe interchange facilities, are in place prior to imposing stringent measures within urban areas.	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium and long term benefits through improved access for non-private car users	Medium – subject to service requirements and customer market being effectively identified and appropriate services/facilities provided	Ensure needs of non-urban communities addressed in addition to those of urban communities	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	Medium and long-term benefits associated with improved customer awareness and knowledge of services/facilities available	Medium – assume that increased awareness and knowledge will encourage use of public transport	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive effects associated with improvements in transport systems, particularly public transport provision, however, introduction of demand management measures may have adverse effects if measures are too stringent or introduced before adequate alternative transport provision is in place.			Assessment of significance	Medium

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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	Urban and non-urban communities	Potential medium and long-term benefits associated with improved facilities for pedestrians/cyclists	Low to medium – dependent upon extent of walking/cycle networks. Use of these networks will also depend upon how safe they are perceived to be.	Ensure pedestrian/cycle routes are well maintained and safe to use. Introduce measures to avoid inappropriate use or design of cycle routes in particular where possible – e.g , narrow cycle lanes, parking across cycle lanes	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	Urban and non-urban communities	No significant effects identified	Medium – only relevant if encourages modal shift towards non vehicular modes of transport	None identified	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	Urban and non-urban communities	Potential medium to long-term benefits where walking and cycling facilities improved	Medium – magnitude of benefits will depend upon extent of use	None identified	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	Urban and non-urban communities	Potential indirect positive effects where promotion of public transport reduces private car use – both for access to employment and for leisure purposes	Medium to high – measures to promote use of public transport can encourage travel to rural areas for leisure activities, in addition to reducing car use for daily activities	Promote use of public transport as means of accessing rural areas for leisure purposes	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive effects associated with improved facilities for walking and cycling and promotion of public transport as means to access outdoor, rural areas for leisure activities.			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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	County-wide water resources, including major aquifers and rivers, supplying water to major conurbations and to smaller settlements Several designated nature conservation sites associated with aquatic habitats.	No significant effects identified	Medium – may be localised positive or negative effects associated with infrastructure improvements	None identified. Assume Environment Agency guidelines and best practice procedures adopted in undertaking any works along existing network	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	County-wide water resources, including major aquifers and rivers, supplying water to major conurbations and to smaller settlements Several designated nature conservation sites associated with aquatic habitats.	No significant effects identified	Medium to high – assume any schemes for new infrastructure (Park & Ride, interchanges) would adhere to Environment Agency guidelines and procedures for protection of water resources	None identified	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	County-wide water resources, including major aquifers and rivers, supplying water to major conurbations and to smaller settlements Several designated nature conservation sites associated with aquatic habitats.	No significant effects identified	Medium – may be potential negative effects associated with new infrastructure, e.g. interchanges, - subject to scheme locations	Assume Environment Agency guidelines, planning guidance (e.g. PPG 25 – flood risk assessment) and best practice procedures adopted in undertaking design and construction of any new infrastructure	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	County-wide water resources, including major aquifers and rivers, supplying water to major conurbations and to smaller settlements Several designated nature conservation sites associated with aquatic habitats.	No significant effects identified	High – soft measures to promote public transport not relevant to impacts on water resources	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Assume that any potential impacts would be mitigated through adherence to relevant planning policy guidance, Environment Agency guidance and best practice procedures for the protection of water resources. Greatest risk of impacts where new infrastructure proposed, e.g. transport interchanges, Park & Ride schemes. Flood risk assessments will be required for major new construction. Consideration must also be given to protection of aquatic habitats.			Assessment of significance	Medium

SEA Objective:	10. Reduce the contribution of transportation to greenhouse gases		Worksheet completed by and date:	Scott Wilson June 2005	
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Congestion Strategy					
<i>Making best use of the existing highway network</i>	Regional air quality – impacts on climate	Potential minor benefits where there is a reduction in vehicle journeys through modal shift Rerouting of HGVs around residential areas may increase journey lengths and result in emissions increase, resulting in negative impacts	Low to medium – measures more likely to ease traffic flows rather than generate modal shift. Negative impacts associated with increases in journey lengths (or higher traffic speeds) subject to extent of these changes	None identified	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	Regional air quality – impacts on climate	Potential medium to long-term benefits associated with reduction in vehicle journeys	Low to medium – subject to extent to which measures discourage use of private vehicles	Demand Management measures must be integrated with provision of sustainable transport alternatives	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	Regional air quality – impacts on climate	Potential medium to long-term benefits if modal shift occurs	Low to medium – subject to success in achieving modal shift and reduction in private vehicle use	Integrate with Demand Management Measures to further encourage travellers to switch to sustainable modes of transport.	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	Regional air quality – impacts on climate	Potential indirect medium to long-term benefits by encouraging modal shift and reducing private vehicle journeys	Low to medium – as above – subject to success in achieving modal shift	Integrate with Demand Management Measures and provision of effective public transport system that meets user requirements	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential medium to long-term benefits where number and length of vehicle journeys is reduced. Dependent upon successful implementation of and modal shift to an effective public transport service and increases in walking and cycle journeys. Measures to remove congestion but that increase road speeds or encourage private vehicle use through removal of congestion will have adverse effects.			Assessment of significance	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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	County-wide landscape and townscape value – rural and urban areas. Includes part of Peak District National Park	Medium to long-term positive effects associated with locating new development close to existing transport routes, thereby reducing need to construct along new transport corridors. Potential short to long-term negative effects associated with new structures (e.g. signals, bridges) and junction modifications	Medium – negative effects dependent on nature, scale and location of schemes	Promote good landscape and urban design principles	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	County-wide landscape and townscape value – rural and urban areas. Includes part of Peak District National Park	No significant effects identified	Medium – possible effects associated with development of Park & rides, transport interchanges if developed in conjunction with Demand Management measures – refer to accessibility strategy	None identified	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	County-wide landscape and townscape value – rural and urban areas. Includes part of Peak District National Park	No significant effects identified	Medium – as above	None identified	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	County-wide landscape and townscape value – rural and urban areas. Includes part of Peak District National Park	No significant effects identified	High – soft measures not relevant	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive effects associated with minimising development of new transport infrastructure. Potential localised adverse effects associated with route modifications, addition of road furniture, etc. Greater adverse effects may be associated with development of Park & ride or transport interchanges.			Assessment of significance	Medium

SEA Objective:	12. Preserve or enhance the County's cultural heritage, including architectural and archaeological assets		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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	Urban and rural built heritage and buried archaeology	Negative or positive effects on setting of features of cultural heritage value, associated with physical modifications to routes/junctions, etc	Medium – subject to location of schemes	Promote good urban design. Ensure any new construction compliments existing setting	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	Urban and rural built heritage and buried archaeology	No significant effects identified	Medium - possible effects associated with development of Park & Rides, transport interchanges if developed in conjunction with Demand Management Measures	None identified	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	Urban and rural built heritage and buried archaeology	No significant effects identified	Medium – as above	None identified	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	Urban and rural built heritage and buried archaeology	No significant effects identified	High – soft measures not relevant	None identified	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential localised adverse effects associated with route modifications, addition of road furniture, etc. Greater adverse effects may be associated with development of Park & ride or transport interchanges – subject to location.			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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Potential medium to long-term positive effects associated with improving traffic flows and optimising existing network and hence access to employment areas	Medium	None identified	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Potential positive medium to long-term effects associated with development of Travel Plans for employment areas. Potential negative effects associated with measures that may restrict travel if adequate alternative transport provision not in place.	Medium – subject to detailed measures proposed	Ensure effective and adequate alternative transport provision in place before stringent demand management measures introduced	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Medium to long-term positive effects	Medium – assume that promotion and provision of alternative modes of transport will promote economic development	None identified	Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	Potential positive effects by increasing use of and thereby supporting public transport services and their businesses.	Medium – subject to public transport services meeting requirements of potential users	Involve user groups in discussions to establish service requirements	Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential positive effects by improving accessibility and traffic flows, however adequate alternative transport must be in place prior to introduction of more stringent demand management measures.			Assessment of significance	Medium

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
Congestion Strategy					
<i>Making best use of the existing highway network</i>	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified	Medium	None identified	Qualitative assessment, workshop and professional judgement
<i>Demand Management Measures</i>	Former coalfields areas, rural areas and deprived urban areas	Potential for negative effects where measures further restrict accessibility and travel options in areas not adequately served by public transport	Medium to high	Introduction of Demand Management Measures must be integrated with improved public transport provision and identification of service requirements.	Qualitative assessment, workshop and professional judgement
<i>Improving Travel Choice</i>	Former coalfields areas, rural areas and deprived urban areas	Potential medium to long-term positive effects where improvements in walking, cycling and public transport facilities address needs of low income and more isolated communities	Medium to high		Qualitative assessment, workshop and professional judgement
<i>Active Promotion of Public Transport</i>	Former coalfields areas, rural areas and deprived urban areas				Qualitative assessment, workshop and professional judgement
Qualitative summary	Potential for adverse effects associated with introduction of demand management measures if these are not integrated with, and preceded by, introduction of improved and effective alternative transport provision (public transport, walking and cycling facilities)			Assessment of significance	Medium