

## 8 FREIGHT STRATEGY

<b>Freight Strategy</b>	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	15. Promote regeneration in areas of low income and social exclusion
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	o	o	+	+/?	?	o	o	o	o	+	o	o	+	+/?
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	o	o	+	+	+	o	?	o	+	+	o	o	o	o
Develop and review Freight Quality Partnership	o	o	?	?	?	o	?	o	o	?	o	o	?	o
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	o	o	++	o	o	o	o	o	o	++	o	o	o	o

Key to perceived impacts: + positive; ++ very positive; - negative; ? unknown; o 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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	County wide land bank	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	County wide land bank	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	County wide land bank	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	County wide land bank	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant impacts identified			<b>Assessment of significance</b>	Low

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
<b>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	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
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	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
Develop and review Freight Quality Partnership	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
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	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
<b>Qualitative summary</b>	No significant impacts identified			<b>Assessment of significance</b>	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
<b>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	County wide and trans-boundary air quality/ human health	Potential medium and long-term positive effects through the development of a more efficient transport strategy	Medium degree of certainty; subject to extent of the efficiency in the way that freight is managed	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	County wide and trans-boundary air quality/ human health	Potential medium and long-term positive effects through as high emission traffic could be routed away from potential receptors	Medium degree of certainty; subject to extent of change	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	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
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	Local air quality/County wide and trans-boundary air quality/ human health	Potential medium to long-term positive effects.	Medium degree of certainty subject to extent of take-up of cleaner engines	No mitigation identified	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential medium to long-term positive cumulative effects associated with measures that reduce emissions produced by freight traffic			<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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	Local noise impacts – quality of life.	Potential medium and long-term positive effects through reduced travel need. However, this will be dependant on the location of potential freight terminals	Low degree of certainty; subject to the location of freight terminals in existing commercial/ industrial areas.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	Local noise impacts – quality of life.	Potential medium and long-term positive effects through as heavy traffic could be routed away from potential receptors	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	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
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	Local noise impacts – quality of life.	Potential medium to long-term positive effects.	Medium degree of certainty subject to extent of take-up of cleaner engines	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential medium to long-term positive cumulative effects associated with measures that reduce noise produced by freight traffic			<b>Assessment of significance</b>	High

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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	All areas – impacts on human health - safety	Potential medium and long-term positive effects associated with the removal of freight traffic from roads	Low-Medium degree of certainty; though this is dependant on the shift of freight traffic from road to rail.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	All areas – impacts on human health - safety	Potential medium and long-term positive effects associated with the removal of freight traffic roads that are unsuitable for freight use/ are important commuter links	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	All areas – impacts on human health - safety	Potential benefits	Low degree of certainty. Dependant on what actions occur as a result relating to road safety.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	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
<b>Qualitative summary</b>	Potential positive cumulative effects associated with improving condition of transport routes, accessibility to transport facilities and the identification of suitable freight routes and modes			<b>Assessment of significance</b>	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>Freight Strategy</i>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	All areas – impacts on human health - safety	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	All areas – impacts on human health - safety	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	All areas – impacts on human health - safety	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	All areas – impacts on human health - safety	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	Urban and non-urban communities, impacts on accessibility, communities and quality of life	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	Urban and non-urban communities, impacts on accessibility, communities and quality of life	Potential positive effects subject to routes identified to link freight facilities.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	Urban and non-urban communities, impacts on accessibility, communities and quality of life	Potential positive effects subject to recommendations made by the FQP	Low to medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	Urban and non-urban communities, impacts on accessibility, communities and quality of life	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive effects are likely, which will relate to the movement of freight between freight facilities			<b>Assessment of significance</b>	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
<b>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	Urban and non-urban communities	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	Urban and non-urban communities	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	Urban and non-urban communities	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	Urban and non-urban communities	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	County-wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	County-wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements	Potential positive or negative effects relating to the location of freight traffic to water resources	Low-Medium degree of certainty	Freight traffic should be routed away from water resources.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	County-wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	County-wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive or negative effects, relating to water resources and potential contamination. Freight routes should be routed away from areas where there might be a detrimental effect on water resources.			<b>Assessment of significance</b>	Low to 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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	Global/County wide and trans-boundary air quality – impacts on climate	Potential medium and long-term positive effects through the development of a more efficient freight transport strategy; potentially reducing the need for freight transportation	Medium degree of certainty; subject to extent of the efficiency in the way that freight is managed	Also consider potential for increasing freight transport along canal network	Qualitative assessment, workshop and professional judgement
Develop policies for routing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	Global/County wide and trans-boundary air quality – impacts on climate	Potential medium and long-term positive effects as the identification of appropriate freight routes could lead to fewer greenhouse gas emissions	Medium degree of certainty; subject to extent of change	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	Global/County wide and trans-boundary air quality – impacts on climate	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	Global/County wide and trans-boundary air quality – impacts on climate	Potential medium to long-term positive effects.	High degree of certainty subject to extent of take-up of cleaner engines	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential medium to long-term positive effects associated with measures that reduce greenhouse gas emissions produced by freight traffic.			<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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	County-wide landscape/townscape – urban/rural	No significant effects identified.	Medium degree of certainty.	Undertake more detailed assessment of proposals for freight interchanges when/if these arise.	Qualitative assessment, workshop and professional judgement
Develop policies for routing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	County-wide landscape/townscape – urban/rural	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	County-wide landscape/townscape – urban/rural	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	County-wide landscape/townscape – urban/rural	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No direct significant effects identified. May be indirect effects where above measures result in construction of new freight interchanges.			<b>Assessment of significance</b>	Low

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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	Urban and rural built heritage and buried archaeology	No significant effects identified.	Medium degree of certainty.	Undertake more detailed assessment of proposals for freight interchanges when/if these arise.	Qualitative assessment, workshop and professional judgement
Develop policies for routing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	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
Develop and review Freight Quality Partnership	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
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	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
<b>Qualitative summary</b>	No direct significant effects identified. May be indirect effects where above measures result in construction of new freight interchanges.			<b>Assessment of significance</b>	Low

SEA Objective:	13. Preserve or 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>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport providers.	Potential positive impacts as the location of freight facilities will enhance and protect the development of economic assets	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routeing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport providers.	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport providers.	Potential positive effects, though this will depend on the recommendations of the FQP	Low to medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	County-wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport providers.	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	The location of freight transport facilities could actively contribute to the protection and enhancement of economic assets in the region, resulting in positive effects			<b>Assessment of significance</b>	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
<b>Freight Strategy</b>					
Through the LDFs and RSS, identify opportunities for road/rail freight interchange and improvement for facilities for freight within S Yorkshire	Former coalfields areas, rural areas and deprived urban areas	Potential positive impacts resulting from employment generated by the development of freight interchanges.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop policies for routing HGVs along most appropriate roads, to minimise environmental impact and improve road safety	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Develop and review Freight Quality Partnership	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
Encourage freight operators to take-up cleaner engine technology through collaboration with freight industry	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	The development of freight facilities will create employment opportunities, which if located in areas of deprivation, can contribute to promoting social inclusion, hence positive effects.			<b>Assessment of significance</b>	Medium