

## 9 MAJOR SCHEMES

Major Schemes	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 choice	9. Minimise the impact of the transport network on the quality and quantity of the County's water resources	10. Reduce the contribution of transportation to greenhouse gases	11. Preserve and enhance the County's landscapes and townscapes	12. Preserve or enhance the County's cultural heritage, including architectural and archaeological heritage	13. Preserve / promote those assets of economic value to an area	14. Promote regeneration in areas of low income and social exclusion
Five schemes have already received provisional approval from the DfT in LTP No. 1 and will be delivered as early projects in LTP No. 2. Seven new major schemes have been prioritised for funding to be sought in LTP No. 2														
<u>Supertram Extension</u>	-/?	0	+/?	0	0	0	+	0	?	+/?	-/?	0/?	+	+
Yorkshire Bus Project	-/?	-/?	+	0	0	0	+	0	0	+	-/+	-/+	+/?	+/?
Yorcard	0	0	+/?	0	0	0	+	0	0	+/?	0	0	+/?	+/?
A61 Penistone Rd/Upper Don Valley Quality Bus Corridor	-/?	-/?	+/?	0	0	0	+	0	0	+/?	0	0	+	0
Finningley and Rossington Route Regeneration Scheme (FARRRS)	-	0	-	+/?	0	0	-	0	-	-/?	-	-	+	+
Waverley Link Road	-/?	0	+/0	+/-	0	0	0	0	-	+/0	-/+	?	+	0
Barnsley Town Centre to M1 link	-/?	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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Biodiversity value of these areas unknown.</p>	<p>Potential negative effects dependent upon any new land-take requirements.</p>	<p>Low – subject to biodiversity value along the route alignments</p>	<p>Assessment of biodiversity values required at scheme development stage. Potential adverse impacts on habitats and/or protected species would be mitigated in accordance with statutory requirements where appropriate. The principles of conservation and enhancement of biodiversity should be applied wherever appropriate. Scheme landscaping should be designed with consideration to native species.</p>	<p>Qualitative assessment, workshop and professional judgement.</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative. Route corridors not specified. Biodiversity value unknown.</p>	<p>Potential negative effects through construction of new interchanges and waiting facilities</p>	<p>Low – subject to location and nature of developments</p>	<p>More detailed assessment required at individual project stage. Promote conservation and enhancement of biodiversity during project development.</p>	<p>Qualitative assessment, workshop and professional judgement.</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary initiative.</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement.</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor. Biodiversity value unknown. Several areas of woodland in vicinity of corridor.</p>	<p>Potential negative effects associated with construction of park &amp; ride site near Leppings Lane roundabout.</p>	<p>Low to medium – subject to biodiversity value of area for park &amp; ride facility</p>	<p>More detailed assessment required at design stage.</p>	<p>Qualitative assessment, workshop and professional judgement.</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                  Biodiversity value unknown, however areas of semi-natural and ancient woodland in proximity of route.</p>	<p>Negative effects on biodiversity due to land-take from greenfield areas and from areas of semi-natural and ancient woodland</p>	<p>High – subject to preferred alignment</p>	<p>More detailed assessment required at scheme design stage. Compensatory habitat and woodland planting may be required.</p>	<p>Qualitative assessment, workshop and professional judgement.</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site. Biodiversity value unknown..</p>	<p>Potential negative effects associated with new road construction.</p>	<p>Low to medium -dependent upon biodiversity value along the route alignment</p>	<p>More detailed assessment required at scheme design stage. Promote conservation and enhancement of biodiversity during project development.</p>	<p>Qualitative assessment, workshop and professional judgement.</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.</p>	<p>Potential negative effects on biodiversity along route of new road.</p>	<p>Low to medium -dependent upon biodiversity value along the route alignment</p>	<p>More detailed assessment required at scheme design stage. Promote conservation and enhancement of biodiversity during project development.</p>	<p>Qualitative assessment, workshop and professional judgement.</p>
<p><b>Qualitative summary</b></p>	<p>Potential medium to long term impacts associated with new infrastructure and land-take, particularly from green field areas, but also from within urban areas and brownfield sites. It is assumed that the magnitude of potential effects would be minimised by adoption of appropriate best practice mitigation measures in accordance with relevant statutory requirements and procedures, whilst new build schemes should promote conservation and enhancement of biodiversity wherever possible. .</p>			<p><b>Assessment of significance</b></p>	<p>Medium</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>No statutory designated nature conservation sites identified in proximity of route corridors. Weston Park is a Registered Park (cultural heritage)</p>	No significant effects identified	Medium –subject to no further sites being statutorily designated	Further detail assessment required at scheme development stage	Qualitative assessment, workshop and professional judgement
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	County-wide and cross-boundary initiative – potential to affect county-wide and transboundary land bank. County -wide land bank includes three cSACs in addition to SSSIs and other designated sites.	Potential negative effects – subject to location of any new infrastructure such as interchanges	Low – no information available on probable locations of new interchanges	Further detail assessment required at scheme development stage	Qualitative assessment, workshop and professional judgement
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	County-wide and cross-boundary	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	A61 Penistone Road/Upper Don Valley corridor. Biodiversity value unknown	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement

<p><b>FARRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                  No statutory designated nature conservation sites identified, however may be non-statutory designated sites in vicinity</p>	<p>No significant effects identified as no statutory designated sites along route corridor, though there are areas of semi-natural and ancient woodland that may be affected.</p>	<p>Medium – subject to final route alignment.</p>	<p>More detailed assessment required at scheme design stage. Compensatory habitat and woodland planting may be required.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site. No statutory designated sites identified but may be non-statutory designated sites.</p>	<p>No significant effects identified</p>	<p>Medium – subject to final route alignment.</p>	<p>More detailed assessment required at scheme design stage. Compensatory habitat and woodland planting may be required.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area. No statutory designated sites identified, however may be non-statutory designated sites.</p>	<p>No statutory designated sites identified within general route corridor.</p>	<p>Medium – subject to final route alignment</p>	<p>More detailed assessment required at scheme design stage. Compensatory habitat and woodland planting may be required.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>No significant effects identified, however there may be negative effects associated with new infrastructure, dependent upon preferred alignment of schemes. It is assumed that impacts on designated sites would be mitigated in accordance with statutory requirements.</p>			<p><b>Assessment of significance</b></p>	<p>Medium</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre. Impacts on human health.</p>	<p>Potentially medium to long-term positive effects associated with modal shift from private car to tram and reduction of congestion at Junction 34 of the M1.</p>	<p>Medium – subject to successful reduction in traffic/traffic growth through modal shift.</p>	<p>Consider incentives to increase modal shift, e.g. discount ticketing targeted at appropriate user groups.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative. Impacts on human health</p>	<p>Potentially medium to long-term positive effects where modal shift away from private car use achieved.</p>	<p>Medium – subject to success and magnitude of modal shift</p>	<p>Ensure service provision is appropriate to user groups most likely to use buses</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary. Impacts on human health</p>	<p>Potentially indirect positive effects where ticketing system encourages use of buses and hence results in modal shift, but only when linked to service provision and reliability.</p>	<p>Medium – linked to appropriate bus service provision and reliability of bus services</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor. Impacts on human health</p>	<p>Potentially positive medium to long-term effects where corridor results in bus services being perceived as a better alternative than private car use, due to improved reliability and reduced journey times, and resulting in modal shift</p>	<p>Medium – subject to success and magnitude of modal shift</p>	<p>Ensure service provision is appropriate to user groups most likely to use buses</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport. Impacts on human health.</p>	<p>Medium to long-term negative effects due to potential for increased road traffic along route corridor and along routes connecting to the link road</p>	<p>Medium to high – impacts on local air quality subject to changes in traffic flows along routes and relative distance from sensitive receptors. Effects may be greater on routes linking to the new link road rather than on the link road itself – subject to distance of the new road from sensitive receptors.</p>	<p>More detailed assessment will be required at scheme design stage, and would be undertaken as part of the statutory process. Construction of a light rail link rather than a road could reduce potential for impacts on local air quality.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site. Impacts on human health</p>	<p>Medium to long-term positive effects for properties along roads currently affected by traffic which could be reduced by construction of the new link road</p>	<p>Medium – subject to traffic reduction along routes in proximity of sensitive receptors. May be adverse effects on new receptors, whilst benefits for other receptors.</p>	<p>More detailed assessment will be required at scheme design stage, and would be undertaken as part of the statutory process.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area. Impacts on human health.</p>	<p>Medium to long-term positive effects for properties along roads currently affected by traffic congestion which could be reduced by construction of the new link road</p>	<p>Medium – subject to traffic reduction along routes in proximity of sensitive receptors. May be adverse effects on new receptors, whilst benefits for other receptors.</p>	<p>More detailed assessment will be required at scheme design stage, and would be undertaken as part of the statutory process.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential medium to long term benefits associated with schemes that achieve modal shift, subject to magnitude of modal shift, and with schemes that achieve a net reduction in traffic in the proximity of sensitive receptors, e.g. by moving the traffic to a greater distance from the receptors. However, potential medium to long-term adverse effects where construction of new link roads moves traffic closer to new sensitive receptors, or increases traffic along routes linking to new link roads.</p>			<p><b>Assessment of significance</b></p>	<p>High</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Local noise impacts – quality of life</p>	<p>No significant effects identified</p>	<p>Medium to high – traffic reduction of &gt; 20% would be required to reduce traffic noise sufficiently to be perceivable by sensitive receptors. Uncertain, at this stage, whether this would be achieved by these measures</p>		<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Local noise impacts – quality of life</p>				<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Local noise impacts – quality of life</p>				<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Local noise impacts – quality of life</p>				<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Local noise impacts – quality of life</p>	<p>Potential medium to long-term adverse effects associated with construction of new road</p>	<p>Medium to high – subject to distance of new road to sensitive properties and changes in traffic flows along routes accessing the FARRRS link road</p>	<p>Detailed assessment required at scheme design stage as part of statutory process. Noise mitigation measures could include amendments to alignment of route or provision of physical noise barriers, in accordance with statutory requirements.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Local noise impacts – quality of life</p>	<p>Potential medium to long-term positive effects if scheme reduces traffic flows along routes adjacent to sensitive receptors, i.e residential properties. May be adverse noise impacts on other sensitive receptors due to traffic flows on the new link road.</p>	<p>Medium – subject to magnitude of reduction in traffic flows on existing routes and increase in traffic flows along new link road. .</p>	<p>Detailed assessment required at scheme design stage as part of statutory process. Noise mitigation measures could include amendments to alignment of route or provision of physical noise barriers, in accordance with statutory requirements.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Local noise impacts – quality of life</p>	<p>Potential medium to long-term positive effects if scheme reduces traffic flows along routes adjacent to sensitive receptors, i.e residential properties. May be adverse noise impacts on other sensitive receptors due to traffic flows on the new link road.</p>	<p>Medium – subject to magnitude of reduction in traffic flows on existing routes and increase in traffic flows along new link road. .</p>	<p>Detailed assessment required at scheme design stage as part of statutory process. Noise mitigation measures could include amendments to alignment of route or provision of physical noise barriers, in accordance with statutory requirements.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential medium to long term benefits associated with schemes that achieve a net reduction in traffic in the proximity of sensitive receptors, e.g. by moving the traffic to a greater distance from the receptors or reducing traffic flows by &gt;20%. However, potential medium to long-term adverse effects where construction of new link roads moves traffic closer to new sensitive receptors, or increases traffic along routes linking to new link roads.</p>			<p><b>Assessment of significance</b></p>	<p>Medium</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                  Impacts on human health - safety</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                  Impacts on human health - safety</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                  Impacts on human health - safety</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>No significant effects identified.</p>			<p><b>Assessment of significance</b></p>	<p>Low</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Impacts on human health - safety</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                  Impacts on human health - safety</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                  Impacts on human health - safety</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                  Impacts on human health - safety</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>No significant effects identified.</p>			<p><b>Assessment of significance</b></p>	<p>Low</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Urban communities – impacts on accessibility, communities and quality of life</p>	<p>Potential medium to long-term positive effects</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Urban and non-urban communities – impacts on accessibility, communities and quality of life</p>	<p>Medium to long-term positive effects</p>	<p>Medium to high</p>	<p>Ensure requirements of user groups are met when planning service provision, through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Urban communities – impacts on accessibility, communities and quality of life</p>	<p>Short to long-term positive effects</p>	<p>Medium to high – assumes flexible, affordable ticketing system appropriate to a variety of user requirements</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Urban communities – impacts on accessibility, communities and quality of life</p>	<p>Medium to long-term positive benefits</p>	<p>Medium to high</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Urban and non-urban communities – impacts on accessibility, quality of life</p>	<p>Potential medium to long-term adverse effects.</p>	<p>High - the scheme does not promote use of sustainable transport</p>	<p>Consider sustainable transport alternatives, eg. light rail or heavy rail link?</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Urban communities – impacts on accessibility and quality of life</p>	<p>No significant effects identified</p>	<p>High – the scheme does not promote use of sustainable transport modes</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Urban and non-urban communities – impacts on accessibility and quality of life</p>	<p>Medium to long-term positive effects</p>	<p>Medium – the scheme aims to improve public transport access, support park &amp; ride opportunities and enhance the route for cyclists, pedestrians and bus users</p>	<p>Non identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential medium to long-term positive cumulative effects, however FARRRS scheme likely to encourage use of private car rather than sustainable forms of transport.</p>			<p><b>Assessment of significance</b></p>	<p>High</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b>                      This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre</p> <p>Urban communities</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>Yorkshire Bus Project</b>                      This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Urban and non-urban communities</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>Yorcard</b>                      This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Urban and non-urban communities</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b>                      This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Urban and non-urban communities</p>	No significant effects identified	High	No mitigation identified	Qualitative assessment, workshop and professional judgement

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Urban and non-urban communities</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Urban communities</p>	<p>No significant effects identified</p>	<p>High</p>	<p>No mitigation identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Urban and non-urban communities</p>	<p>Potential benefits associated with proposals to create a more attractive route for cyclists and pedestrians along Dodworth Road and Pogmoor Road</p>	<p>Medium</p>	<p>Ensure requirements of cyclists and pedestrians are fully addressed, including perception of safety of the route.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>No significant effects identified, with exception of Barnsley -M1 link road.</p>			<p><b>Assessment of significance</b></p>	<p>Low</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Local water resources</p>	<p>Potential for short-term adverse impacts during scheme construction, however overall unlikely to be significant long-term adverse effects</p>	<p>Medium</p>	<p>More detailed assessment required at scheme development and design stage.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>County-wide water resources</p>	<p>No significant effects identified</p>	<p>High – scheme utilises existing roads</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>County wide water resources</p>	<p>No significant effects identified</p>	<p>High</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Local water resources</p>	<p>No significant effects identified</p>	<p>High</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Local and regional water resources</p>	<p>Potential medium to long-term adverse effects associated with drainage from new road, in addition to potential for short-term adverse impacts during scheme construction</p>	<p>Medium</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Local water resources</p>	<p>Potential for short-term adverse impacts during scheme construction, however overall unlikely to be significant long-term adverse effects</p>	<p>Medium</p>	<p>More detailed assessment required at scheme development and design stage.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Local and regional water resources</p>	<p>Potential medium to long-term adverse effects associated with drainage from new road, in addition to potential for short-term adverse impacts during scheme construction</p>	<p>Medium</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential for short-term adverse effects during construction of new roads, with potential medium to long-term adverse effects associated with drainage from new roads. These would, however, be assessed in detail at scheme development/design stage and mitigated as far as possible, in accordance with statutory requirements and guidance from the Environment Agency.</p>			<p><b>Assessment of significance</b></p>	<p>Medium</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	Regional air quality – impacts on climate	Potential medium term positive effects associated with modal shift from private car to tram and reduction of congestion at Junction 34 of the M1.	Low – subject to magnitude of modal shift and reduction in vehicle journeys (as a function of number and length of journeys)	Link to incentives to increase modal shift, e.g. discount ticketing targeted at appropriate user groups. Consider introduction of demand management measures to discourage use of private car within city boundary.	Qualitative assessment, workshop and professional judgement
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	Regional air quality – impacts on climate	Potentially medium to long-term positive effects where modal shift away from private car use achieved.	Medium – subject to success and magnitude of modal shift and reduction of vehicle journeys	Ensure service provision is appropriate to user groups most likely to use buses. Link to incentives to increase modal shift, e.g. discount ticketing targeted at appropriate user groups.	Qualitative assessment, workshop and professional judgement
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	Regional air quality – impacts on climate	Potential for minor positive effects through encouraging use of public transport, when in conjunction with improved public transport provision	Medium	Target potential user groups to identify ticketing requirements. Ensure ticketing system affordable and flexible.	Qualitative assessment, workshop and professional judgement
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	Regional air quality – impacts on climate	Potentially medium to long-term positive effects where modal shift away from private car use achieved.	Medium – subject to success and magnitude of modal shift and reduction of vehicle journeys	Ensure service provision is appropriate to user groups most likely to use buses	Qualitative assessment, workshop and professional judgement

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Regional air quality – impacts on climate</p>	<p>Potential medium to long-term adverse effects due to increase in vehicle journeys associated with new road</p>	<p>Low – subject to magnitude of change in vehicle journeys and speeds. New link road could result in total vehicle journeys being reduced by reducing journey distances for those accessing the airport. Subject also to vehicle speeds and % HGVs utilising route.</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Regional air quality – impacts on climate</p>	<p>Potential negative or positive medium to long-term effects</p>	<p>Low - subject to changes in vehicle journeys (as a product of vehicle numbers and journey lengths) and vehicle speeds</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Regional air quality – impacts on climate</p>	<p>Potential negative or positive medium to long-term effects</p>	<p>Low - subject to changes in vehicle journeys (as a product of vehicle numbers and journey lengths) and vehicle speeds</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential positive medium-term cumulative effects associated with measures to increase modal shift away from private car use and on to public transport, subject to magnitude of shift. Modal shift may be insufficient to counter effects of traffic growth in longer term unless linked to incentives and demand management measures to cap traffic growth. Effects associated with new road links are subject to the effects on vehicle journeys (as product of vehicle numbers and journey lengths), vehicle speeds and % HGVs. Construction of shorter, more direct link roads may have positive effects by reducing journey lengths and reducing congestion, but may encourage greater private vehicle use.</p>			<p><b>Assessment of significance</b></p>	<p>High</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Urban townscape</p>	<p>Potential medium to long-term negative effects associated with construction of new light rail infrastructure, in particular overhead lines and lighting</p>	<p>Medium</p>	<p>More detailed assessment required at design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Urban and rural landscape/townscape</p>	<p>Potential medium to long-term negative effects associated with construction of new interchange facilities. may, however, be opportunity to enhance townscape/landscape, by adoption of good design principles and possible incorporation of "landmark" features.</p>	<p>Low to medium – subject to nature and location of new construction schemes</p>	<p>Promote good design principles</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Urban and rural landscape/townscape</p>	<p>No significant effects identified</p>	<p>High – soft measure has no effect on landscape/townscape</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Urban townscape</p>	<p>No significant effects identified</p>	<p>Medium – scheme would utilise existing routes, however additional signage/road furniture may have localise impacts on townscape</p>	<p>More detailed assessment required at design stage. Minimise visual impact of additional signage/road furniture wherever possible</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Rural landscape</p>	<p>Negative medium to long-term effects associated with construction of new road through green field area. Areas of semi-natural and ancient woodland may also be affected.</p>	<p>Medium to high</p>	<p>More detailed assessment required at design stage as part of statutory process. Amendments to route alignment and elevation may be required to minimise impacts. Further mitigation and/or enhancement would be achieved through the scheme landscape plans</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Urban townscape</p>	<p>Potential negative or positive effects though negative effects likely to be reduced as scheme is within an existing urban and brownfield area</p>	<p>Medium</p>	<p>More detailed assessment required at design stage as part of statutory process. Mitigation and/or enhancement would be achieved through the scheme landscape plans</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Urban and rural landscape/townscape</p>	<p>Potential negative or positive effects, dependent upon detailed design</p>	<p>Medium</p>	<p>More detailed assessment required at design stage as part of statutory process. Amendments to route alignment and elevation may be required to minimise adverse impacts. Further mitigation and/or enhancement would be achieved through the scheme landscape plans</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential adverse medium to long-term effects associated with new build schemes (both light rail and roads). These would be mitigated wherever possible, by design, eg. through amendments to route alignments/elevations, use of low impact lighting, use of landscape planting. The FARRRS scheme has potential for the greatest adverse effects due to location of the scheme through greenfield areas and the potential to affect semi-natural and ancient woodland.</p>			<p><b>Assessment of significance</b></p>	<p>Medium to high</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b>                      This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Urban cultural heritage</p>	<p>No significant effects identified</p>	<p>Medium – assumes tram will utilise existing roads. No scheduled monuments in vicinity of proposed route corridors, however may be listed buildings and/or buried industrial archaeology. Weston Park, adjacent to the university, is a Registered Park.</p>	<p>More detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b>                      This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative</p> <p>Urban and rural cultural heritage</p>	<p>Potential for negative or positive effects associated with construction of new interchanges</p>	<p>Low to medium – subject to location and nature of new construction.</p>	<p>More detailed assessment required at scheme development and design stage. Consider opportunities to enhance setting of cultural heritage by sympathetic design and/or incorporation of "landmark" features.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b>                      This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Urban and rural cultural heritage</p>	<p>No significant effects identified</p>	<p>High – soft measure – no physical effects on heritage</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b>                      This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Urban cultural heritage</p>	<p>No significant effects identified – assumes use of existing roads</p>	<p>Medium – potential for new signage or road furniture to locally affect setting of a listed building,</p>	<p>Avoid placement of new road signage or other road furniture where it would adversely affect setting of features of cultural heritage, wherever possible, whilst maintaining safety and design standards.</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.</p>	<p>Potential negative effects. Scheme could pass close to Rossington Roman Fort, a Scheduled Ancient Monument and lie south of the Roma Potteries at Rossington Bridge, both of which are Scheduled Ancient Monument. There may be other buried archaeology in the vicinity.</p>	<p>Medium – details of route alignment not known at this stage. May also be other cultural heritage assets in the vicinity, eg Listed Buildings, which will also need to be considered.</p>	<p>Detailed assessment required at scheme development and design stage. Route alignment may need to be amended to minimise adverse impacts. Other mitigation could include pre-investigation and recording of archaeological finds.</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.</p>	<p>May be negative effects subject to whether there are any Listed Buildings or buried archaeology (including industrial archaeology) in the vicinity of the scheme.</p>	<p>Low</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.</p>	<p>May be negative effects subject to whether there are any Listed Buildings or buried archaeology (including industrial archaeology) in the vicinity of the scheme.</p>	<p>Low</p>	<p>Detailed assessment required at scheme development and design stage</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Potential adverse effects associated with new build projects and new infrastructure, including signage. Known Scheduled Ancient Monuments in vicinity of the FARRRS route. Detailed assessment required for all schemes, with exception of Yorcard, to fully ascertain potential effects, in accordance with statutory process.</p>			<p><b>Assessment of significance</b></p>	<p>Medium</p>

SEA Objective:	13. Preserve/ 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>Major Schemes</b>					
<p><b>Supertram Extension</b>                      This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Urban employment areas and services</p>	<p>Medium to long-term benefits through improvements to accessibility and job creation</p>	<p>Medium</p>	<p>Ensure requirements of user groups are met when planning service provision, through close liaison with user</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b>                      This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative.</p> <p>Urban and rural employment areas and services.</p>	<p>Potential medium to long-term benefits through improvements to accessibility</p>	<p>Medium</p>	<p>Ensure requirements of user groups are met when planning service provision, through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b>                      This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Urban and rural employment areas and services.</p>	<p>Potential medium to long-term benefits through provision of affordable, flexible ticketing</p>	<p>Medium – subject to increased patronage of public transport</p>	<p>Ensure requirements of user groups are met when planning service provision and ticketing requirements, through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b>                      This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor</p> <p>Urban employment areas and services.</p>	<p>Potential medium to long-term benefits through improvements in reliability of journeys and reduced journey times</p>	<p>Medium</p>	<p>Ensure requirements of user groups are met when planning service provision through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Urban, semi-urban and rural employment areas and services</p>	<p>Medium to long-term benefits through improved accessibility and job creation</p>	<p>Medium to high</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Urban employment areas and services.</p>	<p>Medium to long-term benefits through improved accessibility to regeneration area</p>	<p>Medium to high</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Urban, semi-urban and rural employment areas and services</p>	<p>Medium to long-term benefits through improved accessibility to Capitol Park development and other retail and commercial redevelopment sites in and around Barnsley Town Centre</p>	<p>Medium to high</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Medium to long-term benefits associated with improved accessibility to employment areas</p>			<p><b>Assessment of significance</b></p>	<p>High</p>

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>Major Schemes</b>					
<p><b>Supertram Extension</b> This scheme seeks to build on the success of the existing network to provide a high quality public transport connectivity in support of the Lower Don Valley Masterplan. It is seen as an important part of the regeneration of Rotherham centre. The Broomhill loop would provide much improved public transport service to the hospitals and university to the west of the city centre, as well as linking Broomhill to the network. .</p>	<p>Sheffield to Rotherham Parkgate corridor and sites along the Lower Don Valley and M1 corridor. Also, Broomhill loop linking hospital and university sites and Broomhill to city centre.</p> <p>Urban areas including 26 deprived wards in Sheffield and Rotherham. .</p>	<p>Medium to long-term benefits through improvements to accessibility and job creation in 26 wards in Sheffield and Rotherham which are among the most deprived 20% of all wards in England</p>	<p>Medium</p>	<p>Ensure requirements of user groups are met when planning service provision, through close liaison with user</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorkshire Bus Project</b> This is an initiative developed through a public/private partnership of local authorities in south and west Yorkshire, and local bus operators. The scheme should accelerate investment in bus infrastructure and reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network.</p>	<p>County-wide and cross-boundary initiative.</p> <p>Rural and urban areas.</p>	<p>Potential medium to long-term benefits through improvements to accessibility</p>	<p>Medium</p>	<p>Ensure requirements of user groups are met when planning service provision, through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Yorcard</b> This scheme is aimed at providing a Smartcard ticketing scheme for south and west Yorkshire. The Yorcard pilot project has been provisionally approved.</p>	<p>County-wide and cross-boundary</p> <p>Urban and rural areas.</p>	<p>Potential medium to long-term benefits through provision of affordable, flexible ticketing</p>	<p>Medium – subject to increased patronage of public transport</p>	<p>Ensure requirements of user groups are met when planning service provision and ticketing requirements, through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>A61 Penistone Road / Upper Don Valley Quality Bus Corridor</b> This scheme would provide online capacity improvements along this corridor, giving priority to public transport vehicles, resulting in peak hour journey time savings.</p>	<p>A61 Penistone Road/Upper Don Valley corridor.</p> <p>Urban and semi-urban areas</p>	<p>No significant effects identified, though may be potential medium to long-term benefits through improvements in reliability of journeys and reduced journey times to development sites at Clay Wheels lane and Herries Road</p>	<p>Medium</p>	<p>Ensure requirements of user groups are met when planning service provision through close liaison with user groups</p>	<p>Qualitative assessment, workshop and professional judgement</p>

<p><b>FARRRS</b>                  This scheme would provide a direct link from the M18, Junction 3, to Rossington (a deprived ward) and Robin Hood Doncaster Airport at Finningley</p>	<p>Rural / semi-rural corridor between M18 and Robin Hood Airport.                   Rural and semi-urban areas, including deprived area of Rossington</p>	<p>Medium to long-term benefits through improved accessibility, including improved accessibility to deprived ward of Rossington</p>	<p>Medium to high</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Waverley Link</b>                  This scheme would provide new access from the Parkway / M1 into the Waverley brownfield regeneration site.</p>	<p>Urban area between Waverley, the A630 Parkway/Catcliffe interchange and the M1 at Junction 33, and the area between Junction 31, the A57/B6200 and the Waverley site.                   Urban areas</p>	<p>Medium to long-term benefits through improved accessibility to regeneration area</p>	<p>Medium to high</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Barnsley Town Centre to M1 Link</b>                  This scheme was proposed as a result of the A628 Corridor Study, which was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at Junction 37 along the existing Dodworth Road, with its extensive residential frontage.</p>	<p>Semi-rural and urban areas between M1 and Barnsley, along the route of the Barnsley - Penistone railway line, and around the northern side of the town centre. Located within S Yorkshire Community Forest area.                   Urban, semi-urban and rural areas.</p>	<p>No significant effects identified, though would generally have medium to long-term benefits through improved accessibility to Capitol Park development and other retail and commercial redevelopment sites in and around Barnsley Town Centre</p>	<p>Medium to high</p>	<p>None identified</p>	<p>Qualitative assessment, workshop and professional judgement</p>
<p><b>Qualitative summary</b></p>	<p>Medium to long-term benefits associated with improved accessibility to and job creation within deprived wards.</p>			<p><b>Assessment of significance</b></p>	<p>High</p>