

**Table 5.2 Assessment Summary – Key Effects and Recommendations for Mitigation**

LTP Objective/Strategy: SEA Objective:	LTP Vision & Objectives	Accessibility Strategy	Congestion Strategy	Road Safety Strategy	Air Quality Strategy	Maintenance Strategy	Bus Strategy	Rail Plan	Freight Strategy	Major Schemes	Comments/ Mitigation Recommendations
<b>1. Conserve and enhance Biodiversity</b>	+	- (S-L) or + (M-L)	- (S-L) or + (M-L)			- (S-L) or + (M-L)		- (S-L) or + (M-L)		+/- (S-L)	<ul style="list-style-type: none"> <li>Seek to promote habitat and wildlife sensitive engineering design concepts as a matter of policy, for all new transport schemes or improvement schemes.</li> </ul>
<b>2. Adopt the principle of no net loss of designated habitats, and attach the highest priority to conserving and improving designated sites</b>	+	- (S-L) or + (M-L)	- (S-L) or + (M-L)			- (S-L) or + (M-L)		- (S-L) or + (M-L)		+/- (S-L)	<ul style="list-style-type: none"> <li>Link strategies for improvement schemes to local, county and regional biodiversity plans, to ensure schemes are appropriate to the objectives of those plans.</li> <li>Adhere to requirements of all statutory legislation relating to the assessment and protection of habitats and species.</li> </ul>
<b>3. Reduce the negative impacts of the transportation network on air quality</b>	+/-	+ (M-L)	+ (M-L)		+ (M-L)	+ (M-L)	+ (M-L)	+ (M-L)	+ (M-L)	+/- (M-L)	<p>Benefits dependent upon effectiveness and magnitude of modal shift away from single-occupancy car use.</p> <ul style="list-style-type: none"> <li>Undertake studies to assess theoretical effects of various demand management measures on traffic volumes and hence on air quality. Integrate studies with economic, accessibility and congestion assessments.</li> <li>Identify when more stringent demand management measures can and should be introduced.</li> <li>Liase with other County and District departments to monitor traffic volumes and travel practices, such that data can be related to assess performance of LTP measures against desire to achieve modal shift and reduce transport-related emissions to air.</li> <li>Consider introduction of low emission zones in urban centres.</li> <li>Ensure that more sustainable forms of transport are considered as alternatives during development of new transport schemes.</li> </ul>
<b>4. Introduce measures that minimise noise impacts on people and noise sensitive properties</b>	+	+	+/-	+/-	+	+		- (S)	+	+/-	<ul style="list-style-type: none"> <li>Ensure detailed assessments of traffic noise impacts are undertaken and that these encompass a sufficiently wide geographic area, to allow for shifts in traffic flows onto other link roads/routes as a consequence of any proposed scheme.</li> <li>Review effects of different types of traffic-calming measures.</li> <li>Support reduced speed limit zones by monitoring , e.g. by safety cameras</li> </ul>
<b>5. Improve road safety and make people feel safer when using all forms of transport</b>	+	+ (S-L)	+ (S-L)	+ (S-L)		+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L)		No mitigation specified
<b>6. Reduce levels of transport-related crime and fear of crime</b>	+	+ (S-L)				+ (S-L)	+ (S-L)				No mitigation specified
<b>7. Improve access to key services and facilities using sustainable modes of transport wherever possible</b>	+	+ (M-L)	+ (M-L)		+ (M-L)	+ (M-L)	+ (M-L)	+ (M-L)	+ (M-L)		<p>Benefits generally subject to effective improvement to public transport services, including identification of appropriate service requirements, and the extent of modal shift away from private car use.</p> <ul style="list-style-type: none"> <li>Identify, within the LTP, the means by which collaboration between transport service providers, user groups and other agencies would be achieved, in relation to identifying service provision requirements and ensuring effective and appropriate improvements in services.</li> <li>Ensure effective provision of alternative modes of transport in place prior to introduction of new demand management measures that have potential to adversely affect access in the absence of alternative transport modes.</li> </ul>
<b>8. Encourage healthier lifestyles through travel choice</b>		+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L)	+ (S-L) (Barnsley M1 Link Road)	<ul style="list-style-type: none"> <li>Avoid inappropriate design of facilities for walking and cycling, by taking into consideration safety and perception of safety, and perceived convenience.</li> </ul>

LTP Objective/Strategy: SEA Objective:	LTP Vision & Objectives	Accessibility Strategy	Congestion Strategy	Road Safety Strategy	Air Quality Strategy	Maintenance Strategy	Bus Strategy	Rail Plan	Freight Strategy	Major Schemes	Comments/ Mitigation Recommendations
<b>9. Minimise the impact of the transport network on the quality and quantity of the County's water resources</b>	+				+(M-L)				-(S-L)	-(S-L)	<ul style="list-style-type: none"> <li>Adopt policy to promote principles of Sustainable Urban Drainage Systems (SUDS), wherever practicable, for new transport schemes, including interchanges, Park &amp; Ride areas, and new transport routes.</li> <li>Adhere to statutory legislation, planning policy and guidance during scheme development and implementation, and adopt best practice procedures for the protection and prevention of pollution of water resources. Issues to be addressed should include, but not necessarily limited to: flood risk assessment, drainage systems, including the promotion, where appropriate, of SUDS, risks to water resources as a result of transport accidents, risks of pollution during construction works.</li> </ul>
<b>10. Reduce the contribution of transportation to greenhouse gases</b>	+/-	+(M-L)	+(M-L)		+(M-L)	+(M-L)	+(M-L)	+(M-L)	+(M-L)	+/(M-L)	Refer to comments/mitigation under SEA Objective 3
<b>11. Preserve and enhance the County's landscapes and townscapes</b>	+/-	+/(M-L)	+/(M-L)	+/(M-L)	+(M-L)	+/(M-L)	+/(M-L)	+/(M-L)	+/(M-L)	+/(M-L)	<ul style="list-style-type: none"> <li>The LTP policies should recognise and reflect the differences between rural, semi-rural and urban landscapes/townscapes and the different effects that transport policy may have on these areas.</li> <li>Undertake detailed assessment of individual scheme proposals during scheme development and incorporate mitigation to minimise or avoid adverse impacts on landscape/townscape.</li> <li>Adopt good landscape/urban design principles and seek to enhance the landscape/townscape wherever practicable through the design process.</li> </ul>
<b>12. Preserve or enhance the County's cultural heritage, including architectural and archaeological heritage</b>	+/-	+/(M-L)	+/(M-L)	+/(M-L)	+(M-L)	+/(M-L)	+/(M-L)	+/(M-L)	+/(M-L)	+/(M-L)	<ul style="list-style-type: none"> <li>Adhere to statutory legislation and planning policy and guidance during scheme development and implementation, to minimise adverse impacts on cultural heritage. Mitigation measures to be agreed with the relevant statutory bodies (English Heritage, County Archaeologist)</li> </ul>
<b>13. Preserve/promote those assets of economic value to an area</b>	++	+(M-L)	+(M-L)		+(M-L)	+(M-L)	+(M-L)	+(M-L)	+(M-L)	+(M-L)	<ul style="list-style-type: none"> <li>Link proposals to enhance transport networks to economic development plans within the County. Ensure that proposals consider workforce locations as well as employment locations.</li> <li>Adopt a policy of recycling materials, or of using recycled materials, wherever practicable, for new transport schemes and transport improvement schemes, to minimise use of raw materials and minimise wastage.</li> <li>Ensure effective provision of alternative modes of transport is in place prior to the introduction of new demand management measures that have potential to adversely affect access in the absence of alternative transport modes.</li> </ul>
<b>14. Promote regeneration in areas of low income and social exclusion</b>	++	+(M-L)	-/(M-L)		+(M-L)	+(M-L)	+(M-L)	+(M-L)	+(M-L)	+(M-L)	<ul style="list-style-type: none"> <li>Ensure effective provision of alternative modes of transport is in place prior to the introduction of new demand management measures that have potential to adversely affect access in the absence of alternative transport modes.</li> </ul>

**Key to symbols:**

++ very positive effect  
+ positive effect  
- negative effect

S short term  
M medium term  
L long term