

### 3 ROAD SAFETY STRATEGY

Road Safety Strategy	SEA Objectives													
	1. Conserve and enhance biodiversity	2. Adopt the principle of no net loss of designated habitats, and attach the highest priority to conserving and improving designated sites	3. Reduce the negative impacts of the transportation network on air quality	4. Introduce measures that minimise noise impacts on people and property	5. Improve road safety and make people feel safer when using all forms of transport	6. Reduce levels of transport-related crime and fear of crime	7. Improve access to key services and facilities using sustainable modes of transport wherever possible	8. Encourage healthier lifestyles through travel 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
Sub-component/measure														
Speed management	0	0	+/-	+/-	+	+	0	0	0	0	0	0	0	0
Driver education: educate drivers about the importance of driving at appropriate speeds	0	0	+	+/?	+	+	0	0	0	0	0	0	0	0
Traffic calming measures (e.g. speed bumps)	0	0	-	+/-	+	+	0	0	0	-/0	0	0	0	0
Use of route management schemes (e.g. directing through traffic away from residential areas, use of traffic control measures to avoid use of certain roads as "rat-runs")	0	0	+/?	+/?	+	0	0	0	0	0	0	0/?	0	0
Introduction of Home Zones (with lower speed limits)	0	0	-	+/-	+	+	0	0	0	0	0	0	0	0

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Better enforcement, including use of camera technology	0	0	0	0	+	+	0	0	0	0	0	0	0	
Introduction of rural road hierarchy and implementation of assessment framework contained in draft Circular Roads 1/2005 for setting speed limits	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Designation of Quiet Lanes where applicable, to reduce conflict between non-motorised users and motorised vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Road safety training	0	0	0	0	+	0	0	+	0	0	0	0	0	0
Continuation of cycle and pedestrian training schemes for children	0	0	0	0	+	0	0	+	0	0	0	0	0	

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Improvement of school travel planning and safe routes to school projects	o	o	o	o	+	o	o	+	o	o	o	o	o	
Publicity campaigns to target child safety and driver behaviour on non-school run journeys	o	o	o	o	+	o	o	+	o	o	o	o	o	
Promotion of road safety through workplace travel planning	o	o	o	o	+	o	o	o	o	o	o	o	o	

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

SEA Objective:	1. Conserve and enhance biodiversity		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects*	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<b>Road Safety Strategy</b>					
<i>Speed Management</i>	Local area and county wide land bank	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Local area and county wide land bank	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<b>Assessment of significance</b>	Low

SEA Objective:	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>Road Safety Strategy</b>					
<i>Speed Management</i>	Local area and county wide land bank	No significant effects identified	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Local area and County wide land bank	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified..			<b>Assessment of significance</b>	Low

SEA Objective:	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>Road Safety Strategy</b>					
<i>Speed Management</i>	County wide and trans-boundary air quality/ human health	Potential positive and negative effects. Speed bumps slow cars down but increase emissions from vehicles. Routing traffic away from, e.g. residential areas can improve local air quality for sensitive receptors.	Low degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	County wide and trans-boundary air quality/ human health	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential short to long term negative impacts associated with the introduction of speed/ traffic calming measures. May be positive effects through routing traffic away from residential streets.			<b>Assessment of significance</b>	Medium

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>Road Safety Strategy</b>					
<i>Speed Management</i>	Local noise impacts – quality of life.	Positive short to long term effects, however potential for negative effects associated with vehicles travelling to, over and away from speed bumps	Low to medium degree of certainty	No mitigation identified, however forms of traffic calming that do not increase noise levels should be considered.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Local noise impacts – quality of life.	No significant effects identified	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential benefits through route management schemes. Potential negative effects caused by vehicles travelling over speed bumps.			<b>Assessment of significance</b>	Low

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>Road Safety Strategy</b>					
<i>Speed Management</i>	All areas – impacts on human health - safety	Potential medium and long-term positive effects associated with reduced speeds from traffic calming and driver awareness..	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	All areas – impacts on human health - safety	Short to long term positive effects associated with training schemes and school travel planning.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive cumulative effects associated with driver and pedestrian training and measures to reduce speeds.			<b>Assessment of significance</b>	Medium to high

SEA Objective:	6. Reduce levels of transport-related crime and fear of crime.		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<b>Road Safety Strategy</b>					
<i>Speed Management</i>	All areas – impacts on human health - safety	Potential positive effects associated with reducing speeding.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	All areas – impacts on human health - safety	No significant effects identified.	Medium to high degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential benefits through the reduction of speeds.			<b>Assessment of significance</b>	Low

SEA Objective:	7. Improve access to key services and facilities using sustainable modes of transport wherever possible		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<b>3.1 Road Safety Strategy</b>					
<i>Speed Management</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	No significant effects identified.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Urban and non-urban communities. Impacts on accessibility, communities and quality of life.	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<b>Assessment of significance</b>	Low

SEA Objective:	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>Road Safety Strategy</b>					
<i>Speed Management</i>	Urban and non-urban communities	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Urban and non-urban communities	Potential benefits associated with cycle and pedestrian training schemes for children.	Medium degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive effects associated with training to promote safety and result in encouraging people to use healthier forms of transport.			<b>Assessment of significance</b>	Medium

SEA Objective:	9. Minimise the impact of the transport network on the quality and quantity of the County's water resources.		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<i>Road Safety Strategy</i>					
<i>Speed Management</i>	County wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements. Several designated nature conservation sites associated with aquatic habitats	No significant effects identified.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	County wide water resources, including major aquifers, rivers, supplying water to major conurbations and to smaller settlements. Several designated nature conservation sites associated with aquatic habitats	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<b>Assessment of significance</b>	Low

SEA Objective:	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
<i>Road Safety Strategy</i>					
<i>Speed Management</i>	Regional air quality – impacts on climate	No significant effects identified. However potential for negative effects associated with very low and very high speeds and increased emissions.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Regional air quality – impacts on climate	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified, however possibility of increased emissions from vehicles when travelling at very low and high speeds.			<b>Assessment of significance</b>	Medium

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>Road Safety Strategy</b>					
<i>Speed Management</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	High degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	County wide landscape/townscape – rural/urban	No significant effects identified.	High degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<b>3.1.1 Assessment of significance</b>	Low

SEA Objective:	12. Preserve of 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>Road Safety Strategy</b>					
<i>Speed Management</i>	Urban and rural built heritage and buried archaeology	No significant effects identified	Medium degree of certainty.	No mitigation identified, although diverting traffic away from important urban heritage should be considered.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Urban and rural built heritage and buried archaeology	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	Potential positive and negative effects from diversion of traffic away from residential areas.			<b>Assessment of significance</b>	Low

SEA Objective:	13. Preserve those assets of economic value to a area		Worksheet completed by and date:	Scott Wilson June 2005	
Plan strategic alternative or subcomponent	Description of value and vulnerability of the area likely to be affected	Description of the magnitude of the effects	Level of certainty (high/medium/low) and associated comments	Description of mitigation and its implementation	Description of how the judgement was reached
<b>Road Safety Strategy</b>					
<i>Speed Management</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	County wide employment areas, including commercial, industrial, agricultural, tourism, service industries and transport service provision High value	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>	No significant effects identified.			<b>Assessment of significance</b>	Low

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>Road Safety Strategy</b>					
<i>Speed Management</i>	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified.	Medium degree of certainty.	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<i>Road Safety Training</i>	Former coalfields areas, rural areas and deprived urban areas	No significant effects identified.	Medium to high degree of certainty	No mitigation identified.	Qualitative assessment, workshop and professional judgement
<b>Qualitative summary</b>				<b>Assessment of significance</b>	Low