

**APPENDIX 5: SUBSTANTIATING COMMENTS FOR THE SCOPING APPRAISAL MATRICES**

SEA OBJECTIVES	OPTION ONE			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
1	Measures will be insufficient to make any noticeable difference to the sub-region's background noise. <b>No significant strategic impact.</b> No significant strategic impact.	Measures will have limited effects on traffic, and therefore no significant effect on the noise environment. " " " "	No significant strategic impact. <b>No significant strategic impact.</b> Some initiatives (e.g. speed management & safety cameras) will help reduce speed and therefore associated noise (particularly with regard to noise nuisance) but this will not be sufficient to alter the noise environment across the sub-region.	Insufficient traffic reductions to reduce traffic noise across West Yorkshire. " " " "
2	In-commuting traffic to urban cores will continue to rise, and public transport is nearing saturation at peak times in urban centres. Increased traffic growth and associated congestion will outweigh benefits provided by cleaner engine technology on future (as most vehicles currently on the roads are to Euro I standard for emissions or above). " " " "	Certain traffic demand improvements will help to relieve local congestion with some air quality benefits, and take a proactive approach to reducing emissions. <b>No significant strategic impact</b> Some local improvements likely, but not enough capital schemes to bring a significant benefit to the whole region.	No significant strategic impact. <b>No significant strategic impact.</b> Traffic calming measures will increase emissions locally as engines don't run efficiently at low speeds.	Travel Plans, particularly for schools, and general encouragement to reduce private car use may cumulatively act to reduce congestion and air quality. <b>Comprehensive promotion of concessionary travel cards will encourage greater take up of public transport use, particularly if employees have to pay for parking at work.</b> No significant strategic impact.
3	As for air quality (objective 2). " " " "	As for air quality (objective 2). However, may be other indirect impacts for CO2 emissions through encouraging more people to fly by improving road access to airports. " " " "	As for air quality (objective 2). " " " "	As for air quality (objective 2). " " " "

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION ONE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
4	No significant strategic effect. <b>No significant strategic impact.</b> The infrastructure in this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.	<b>Services:</b> Real time monitoring using CCTV doesn't actually identify any actions but has potential to. <b>No significant strategic impact.</b> <b>Infrastructure:</b> this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.	No significant strategic effect. <b>No significant strategic impact.</b> <b>Infrastructure:</b> this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.	No significant strategic effect. <b>No significant strategic impact.</b> <b>Infrastructure:</b> this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.
5	Little or no effect assuming existing conditions remain. “ “ “ “	No significant strategic impact. <b>No significant strategic impact.</b> New link/relief roads (if aiding regeneration) could reduce visual effects of heavy traffic, but may also have negative effects depending on where/how the roads are built. Rate of lamp replacement not sufficient to impact at a strategic level.	No significant strategic impact. <b>No significant strategic impact.</b> Traffic calming measures could potentially have a negative visual impact if sited in sensitive areas.	Possible benefits if measures are significant enough to cumulatively reduce visual impact of traffic throughout the plan area. <b>No significant strategic impact.</b> Brownfield redevelopment could also have beneficial effects.
6	No significant strategic impact. <b>No significant strategic impact.</b> New bus lanes, link and relief roads may potentially have a negative impact, but this depends on the individual scheme design and location (not a strategic issue). Conversely, there may also be reduced pressure from high levels private car use at sites.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> Negative visual impacts from increased signage and other infrastructure.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.
7	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.

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 Comments for **infrastructure**  
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SEA OBJECTIVES	OPTION ONE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
8	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.
9	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. Some measures will encourage more physical activity (e.g. Rights of Ways).	No significant strategic impact. No significant strategic impact. No significant strategic impact.	Travel Plans and some other measures aim to increase levels of walking and cycling, which will bring benefits of physical exercise. No significant strategic impact. No significant strategic impact.
10	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.	People who have already received training or experienced other benefits from other road safety programmes will still gain the benefit from it, and any new programmes will add to this. “ “ “ “	No significant strategic impact. No significant strategic impact. No significant strategic impact.
11	No significant strategic impact. No significant strategic impact. Provision for bus/rail interchanges, CCTV, etc. will improve levels of safety and reduce fear of crime.	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.
12	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. No significant strategic impact.	No significant strategic impact. No significant strategic impact. Measures will increase safety and reduce severance issues.	No significant strategic impact. No significant strategic impact. Reducing barriers to mobility may improve access for disabled people. Brownfield redevelopment could improve the quality of neighbourhoods and therefore improve community cohesion.

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SEA OBJECTIVES	OPTION ONE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
13	Measures are targeted towards improvement/planned development, and therefore should bring a slight improvement in access throughout the plan area. <b>No significant strategic impact.</b> Measures are targeted towards improvement/planned development, and therefore should bring a slight improvement in access throughout the plan area.	No significant strategic impact. <b>No significant strategic impact.</b> Slight benefit through improvements made to certain levels of access.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> Reducing barriers to mobility may improve access for disabled people.
14	Targeting of measures towards planned development likely to improve access and benefit the sub-region's economy. <b>No significant strategic impact.</b> Targeting of measures towards planned development likely to improve access and benefit the sub-region's economy.	Economic growth in West Yorkshire, particularly in the larger urban centres, has been supported through some of the targeted measures listed in this option. <b>No significant strategic impact.</b> Economic growth in West Yorkshire, particularly in the larger urban centres, has been supported through some of the targeted measures listed in this option.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> Infrastructure: Potential benefit to economy by regenerating brownfield sites, but the extent of any potential benefit depends of the type of development and the brownfield redevelopment strategies / potential in each district.
15	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.
16	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.	No significant strategic impact. <b>No significant strategic impact.</b> No significant strategic impact.

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SEA OBJECTIVES	OPTION TWO			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
1	<p>Traffic levels likely to fall as a result of park and ride services, but unlikely to be sufficient to affect the noise climate. The measures may also reduce congestion which can increase mean speeds and resultant noise levels, cancelling out any benefits that are accrued.</p> <p><b>No further measures than option 1.</b> As for services.</p>	<p>UTC and parking restriction would bring slight positive effects locally, but not sufficient to reduce background noise on a strategic level (need a 25% decrease in traffic = 1dB decrease, which is 'barely perceptible').</p> <p><b>No significant effect beyond option 1.</b> Comprehensive restrictions of traffic in residential areas, whilst unlikely to reduce background noise overall, may be enough to reduce levels of noise <i>nuisance</i> in residential areas throughout the plan area.</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b> General benefit of comprehensive speed management and safety cameras in terms of reduced speed, although traffic calming measures will have a slight local impact on noise nuisance.</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b> Measures to reduce car use will reduce traffic noise generally, but a significant reduction in traffic will be needed for a noticeable impact on background noise.</p>
2	<p>Some benefits likely from providing park and ride infrastructure, which will take traffic off local roads and other congestion hotspots.</p> <p><b>No further measures than option 1.</b> Less vehicles on the roads and reduced numbers of journeys brought about by restricted parking measures will reduce congestion and overall levels of emissions.</p>	<p>UTC measures giving priority for pedestrians/cyclists will increase emissions slightly by interrupting vehicle flow.</p> <p><b>Variable Message Signs have the potential to reduce the volume of traffic in urban centres at busy times.</b> Modal shift towards increased walking, cycling and other sustainable transport modes will have a positive effect on air quality. Targeted local road building may also improve local air quality where it is a particular problem (i.e. where there is 'substantial environmental need').</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b> Slower speeds have a greater effect with relation to air quality as emissions are closely correlated to changes in traffic speed.</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b> Reduced car use and associated fuel consumption will reduce emissions (which are particularly sensitive to congestion). Infrastructure measures to decrease supply and increase pricing of public car parking needs to be backed up with additional measures to prevent people parking elsewhere.</p>

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 Comments for **infrastructure**  
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SEA OBJECTIVES	OPTION TWO (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
3	<p>Some benefits likely from providing park and ride infrastructure, which will take traffic off local roads and other congestion hotspots.</p> <p>No further measures than option 1. Less vehicles on the roads and reduced numbers of journeys brought about by restricted parking measures will reduce congestion and overall levels of emissions.</p>	<p>UTC measures giving priority for pedestrians/cyclists will increase emissions slightly by interrupting vehicle flow.</p> <p>Variable Message Signs have the potential to reduce the volume of traffic in urban centres at busy times.</p> <p>Modal shift towards increased walking, cycling and other sustainable transport modes will have a positive effect on greenhouse gas emissions.</p>	<p>No further measures than option 1. No further measures than option 1. Slower speeds have a greater effect with relation to CO<sub>2</sub> emissions, which are closely correlated to changes in traffic speed.</p>	<p>No further measures than option 1. No further measures than option 1. Reduced car use and associated fuel consumption will reduce greenhouse gas emissions (which are particularly sensitive to congestion).</p>
4	<p>No change from option 1. No further measures than option 1. Infrastructure: this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.</p>	<p>No effect. Comprehensive Variable Message Signs could be used to provide advanced warning of climate change induced events to drivers, e.g. flooding.</p> <p>Infrastructure: this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.</p>	<p>No further measures than option 1. No further measures than option 1. Infrastructure: this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.</p>	<p>No further measures than option 1. No further measures than option 1. Infrastructure: this option does little towards adapting infrastructure to the effects of climate change, although the risks of flooding and climate other change effects will continue to increase, although potential does exist to improve measures in regard to this.</p>

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SEA OBJECTIVES	OPTION TWO (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
5	<p>Likely improvements to urban character from reduction of traffic in town centres and along radial routes from increased park and ride services.</p> <p>No further measures than option 1. Some possible visual impacts of lighting, etc. from new park and ride sites, but this is more likely to be a concern at project design level.</p>	<p>Reducing parking facilities in town centres reduced the need to travel around urban centres and has beneficial effects on townscape character.</p> <p>Some negative effects may arise from additional street clutter from additional signage, particularly in urban/residential areas.</p> <p>Beneficial visual impacts from reducing the amount of [queuing] traffic in certain areas. Slowing traffic speeds will also improve the environment in residential areas.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Negative effects from additional street clutter, particularly in urban/residential areas.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Infrastructure: Possible deterioration to the character of urban/popular rural areas if parking restrictions are implemented but with no further measures to prevent on-street parking.</p>
6	<p>Reduced traffic in the plan area as a result of park and ride sites may improve the character and reduce other traffic-related impacts on historic sites.</p> <p>No further measures than option 1. No significant effect beyond option 1.</p>	<p>No significant strategic effects over option 1.</p> <p>No significant strategic effects over option 1.</p> <p>Tighter traffic restrictions through heritage sites may bring slight reductions to vibration damage and create a more pleasant environment around historic sites.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Infrastructure: Possible negative visual impact from extra signage, cameras, lining, guardrails, etc. but depends where cameras are to be sited.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Parking restrictions are likely to improve the environment and character in and around sites.</p>
7	<p>General slight benefit due to reduced road kill, improved air and water quality, etc. as a result of reduced private car use.</p> <p>No further measures than option 1. No significant strategic effects over option 1.</p>	<p>No significant strategic effects over option 1.</p> <p>No significant strategic effects over option 1.</p> <p>No significant strategic effects over option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>No significant strategic effects over option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Less traffic resulting from measures may reduce level of roadkill.</p>

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SEA OBJECTIVES	OPTION TWO (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
8	General slight benefit as a result of reduced private car use (less accidents, spillages, etc). <b>No further measures than option 1.</b>	No significant strategic effects over option 1. <b>No significant strategic effects over option 1.</b> No significant strategic effects over option 1.	No further measures than option 1. <b>No further measures than option 1.</b> Various measures will slow traffic down, reducing the risk of vehicle collisions and pedestrian/cyclist casualties.	No further measures than option 1. <b>No further measures than option 1.</b> Infrastructure: If brownfield redevelopment is encouraged (mobility management measure), possible improvements to water quality could occur as an indirect effect of contamination clean-up.
9	Park and ride services in combination with existing public transport measures will improve people's level of physical activity by walking from bus stops/rail stations to their destination. <b>No further measures than option 1.</b> No significant strategic effect beyond option 1.	No significant strategic effect beyond option 1. <b>No significant strategic effect beyond option 1.</b> Positive effect through promotion of sustainable modes of transport, which will result in higher levels of walking and cycling.	No further measures than option 1. <b>No further measures than option 1.</b> No significant strategic effect beyond option 1.	No further measures than option 1. <b>No further measures than option 1.</b> Improvements through encouraging more walking and cycling (including that associated with increased public transport use) if measures are successful in reducing levels of car use.
10	Less vehicles on roads will reduce the number of casualties throughout the region. <b>No further measures than option 1.</b> Less vehicles on roads will reduce the number of casualties throughout the region.	Slight improvement as optimised peak time crossing facilities will reduce the likelihood of pedestrian casualties. <b>Variable Message Signs can give advanced warning of hazards ahead, preparing drivers to slow down.</b> Some safety benefits arising from less traffic which is slower moving.	No further measures than option 1. <b>No further measures than option 1.</b> Various measures will slow traffic down and give priority to pedestrians and cyclists, making it easier to cross roads, etc.	No further measures than option 1. <b>No further measures than option 1.</b> Reduction in both the amount and speed of traffic on the roads will reduce the number of casualties.

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	Public Transport	Network	Road Safety	Mobility Management Initiatives
11	<p>Park and ride sites may be perceived to be safer than other public transport due to high standards of car park security and well used services.</p> <p>No further measures than option 1.</p> <p>Park and ride sites may be perceived to be safer than other public transport due to high standards of car park security and well used services.</p>	<p>No significant strategic effect beyond option 1.</p> <p>No significant strategic effect beyond option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>'Natural policing' will be encouraged through increased numbers of people walking, cycling and using public transport.</p>
12	<p>No significant strategic effect beyond option 1.</p> <p>No further measures than option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No change from option 1 – pedestrian/cyclist crossing improvements too localised to have an effect strategically.</p> <p>No significant strategic effect beyond option 1.</p> <p>Various measures will reduce pedestrian intimidation on roads and improve severance issues.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Severance issues will continue to improve from brownfield development in option 1, but unlikely to be a significant impact from transport measures alone – but more potential if transport is used to support other development policies.</p>
13	<p>More drivers may be more confident to drive to park and ride sites than into busy town centres, and so would improve access for these people. New buses used for park and ride services would also have better disabled access. Less congestion on roads throughout the plan area may also improve access to other places.</p> <p>No further measures than option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No significant strategic effect beyond option 1.</p> <p>No significant strategic effect beyond option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>No significant strategic effect beyond option 1.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>No significant strategic effect beyond option 1.</p>

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 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION TWO (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
14	Measures provide increased options for access to urban areas as well as extra alternative modes of travel. No further measures than option 1. No significant strategic effect beyond option 1.	No significant strategic effect beyond option 1. Variable Message Signs have potential to reduce delays through diverting away from congested areas, etc. No significant strategic effect beyond option 1.	No further measures than option 1. No further measures than option 1. No significant strategic effect beyond option 1.	No further measures than option 1. No further measures than option 1. No significant strategic effect beyond option 1.
15	No significant strategic impact beyond option 1. No further measures than option 1. No significant strategic effect beyond option 1.	No significant strategic impact beyond option 1. No significant strategic impact beyond option 1. No significant strategic effect beyond option 1.	No further measures than option 1. No further measures than option 1. No significant strategic effect beyond option 1.	No further measures than option 1. No further measures than option 1. Infrastructure: Possible improvements to water quality could occur as an indirect effect of contamination clean-up due to brownfield development ,but unlikely to have much impact from transport measures alone – but more potential if transport is used to support other development policies.
16	No significant strategic impact beyond option 1. No further measures than option 1. No significant strategic effect beyond option 1.	No significant strategic impact beyond option 1. No significant strategic impact beyond option 1. No significant strategic effect beyond option 1.	No further measures than option 1. No further measures than option 1. No significant strategic effect beyond option 1.	No further measures than option 1. No further measures than option 1. No significant strategic effect beyond option 1.

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SEA OBJECTIVES	OPTION THREE			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
1	<p>Measures not sufficient to make any impact on the noise environment.</p> <p>No significant effect beyond option 1.</p> <p>No significant effect beyond option 1.</p>	<p>No further measures than option 1.</p> <p>Measures not sufficient to make any impact on the noise environment.</p> <p>Measures not sufficient to make any impact on the noise environment.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Some reduction in noise nuisance from reducing traffic noise in residential areas locally, but strategically more likely to slightly worsen the noise environment by increasing start-stop car activity at pedestrian/cycling facilities.</p>	<p>Measures not sufficient to make any impact on the noise environment.</p> <p>No further measures than option 1.</p> <p>No significant effect beyond option 1.</p>
2	<p>Several of the measures encourage sustainable modes which will result in less traffic on the roads, less congestion and therefore lower emissions.</p> <p>Real time information improves flexibility for passengers if people know when services are running (e.g. people know how long they need to be waiting at the bus stop).</p> <p>A lot of emphasis is put on measures that are likely to be effective at encouraging public transport use.</p>	<p>No further measures than option 1.</p> <p>No significant effect beyond option 1.</p> <p>Measures are not sufficient to relieve congestion to compensate for anticipated increases in future car use, and will therefore give no overall benefit.</p>	<p>No further measures than option 1.</p> <p>No further measures than option 1.</p> <p>Some measures will have local improvements to air quality, but these will be insignificant in scale to have any effect at strategic level.</p>	<p>Some improvements likely through the combination of increasing the price of car parking and promoting the use of sustainable modes.</p> <p>No further measures than option 1.</p> <p>No significant effect beyond option 1.</p>

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SEA OBJECTIVES	OPTION THREE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
3	<p>Several of the measures that encourage sustainable modes which will result in less traffic on the roads, less congestion and therefore less emissions.</p> <p><b>Real time information improves flexibility for passengers if people know when services are running (e.g. people know how long they need to be waiting at the bus stop).</b></p> <p>Some reductions to emissions are gained through promotion of sustainable modes, but need to consider the impacts of concrete construction through infrastructure works.</p>	<p>No significant effect beyond option 1.</p> <p><b>No significant effect beyond option 1.</b></p> <p>Measures are not sufficient to relieve congestion to compensate for anticipated increases in future car use, and will therefore give no overall benefit.</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b></p> <p>Measures will have local improvements to air quality, but these will be insignificant in scale to have any effect at strategic level.</p>	<p>Some improvements likely through the combination of increasing the price of car parking and promoting the use of sustainable modes.</p> <p><b>No further measures than option 1.</b></p> <p>No significant effect beyond option 1.</p>
4	<p>No significant effect beyond option 1.</p> <p><b>No significant effect beyond from option 1.</b></p> <p>Infrastructure: No change from option 1 as the policies stand, although there is some potential to make improvements through careful engineering.</p>	<p>No further measures than option 1.</p> <p><b>No significant effect beyond from option 1.</b></p> <p>No significant effect beyond from option 1.</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b></p> <p>No significant effect beyond from option 1.</p>	<p>No significant effect beyond from option 1.</p> <p><b>No further measures than option 1.</b></p> <p>Infrastructure: Some potential for improvements with new infrastructure, but this is not explicitly mentioned in the measures.</p>
5	<p>Slight visual improvement through a reduction of traffic on the roads and easing of congestion in busy areas.</p> <p><b>No significant effect beyond from option 1.</b></p> <p>Possibly some negative effects in terms of insensitive design / over-engineering and street clutter.</p>	<p>No further measures than option 1.</p> <p><b>No significant effect beyond from option 1.</b></p> <p>Some slight improvements from reduced traffic through out region, but unlikely to be enough to compensate for trends of increasing car usage.</p>	<p>No further measures than option 1.</p> <p><b>No further measures than option 1.</b></p> <p>No significant effect beyond from option 1.</p>	<p>No significant impact over option 1</p> <p><b>No further measures than option 1.</b></p> <p>Some improvements from redevelopment of brownfield, but the transport measures alone will not bring any significant change.</p>

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SEA OBJECTIVES	OPTION THREE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
6	Measures are unlikely to take enough traffic off the roads to make any noticeable difference (measures are less effective than those in option 2). <b>No change from option 1.</b> Could be negative effects if infrastructure is built in close proximity to sites, but this is more a project level concern rather than strategic.	No further measures than option 1. <b>No significant effect beyond from option 1.</b> No significant effect beyond from option 1.	No further measures than option 1. <b>No further measures than option 1.</b> No significant effect beyond from option 1.	No significant effect beyond from option 1. <b>No further measures than option 1.</b> No significant effect beyond from option 1.
7	No significant effect beyond from option 1. <b>No significant effect beyond from option 1.</b> Infrastructure: Potential impacts from site location needs to be considered.	No further measures than option 1. <b>No change from option 1.</b> No significant effect beyond from option 1.	No further measures than option 1. <b>No further measures than option 1.</b> No significant effect beyond from option 1.	Slight indirect benefits from improved air quality and reduced levels of traffic as a result of these measures. <b>No further measures than option 1.</b> Safeguards protected species and habitats on greenfield sites from development by focussing development on brownfield.
8	No significant effect beyond from option 1. <b>No significant effect beyond from option 1.</b> Slight increase in runoff from infrastructure developments, but these effects can be mitigated with good drainage (e.g. SUDS).	No further measures over option 1. <b>No significant effect beyond from option 1.</b> No significant effect beyond from option 1.	No further measures over option 1. <b>No further measures over option 1.</b> No significant effect beyond from option 1.	No significant effect beyond from option 1. <b>No further measures over option 1.</b> Slight increase in runoff from infrastructure developments, but these effects can be mitigated with good drainage (e.g. SUDS).

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 Areas of potential & other comments

SEA OBJECTIVES	OPTION THREE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
9	<p>Measures encourage some increases to levels of physical activity by walking to/from public transport stops/stations.</p> <p>Slight benefit as people are less likely to abandon public transport if they know when the service is running, bringing associated benefits of increased physical activity.</p> <p>More stops and better waiting facilities may encourage more people to use public transport (increasing physical activity).</p>	<p>No further measures over option 1.</p> <p>Measures will make walking / cycling easier for those who already walk/cycle, but may not encourage others to start (due to other overriding factors such as safety concerns, etc.).</p> <p>May encourage more walking / cycling through improved junctions which will make journeys quicker and safer.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>Additional benefits regarding physical fitness as a result of modal shift from car to sustainable modes, if policies are fully implemented.</p> <p>No further measures over option 1.</p> <p>Measures may reduce barriers to, and encourage more physical activity.</p>
10	<p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p> <p>Although measures would reduce traffic to an extent, engineering works on pavements to facilitate bus travel may make it difficult for pedestrians to cross roads.</p>	<p>No further measures over option 1.</p> <p>Signs may alert drivers to the likely presence of pedestrians/cyclists. Could also direct pedestrians / cyclists away from dangerous routes.</p> <p>Comprehensive junction improvements favouring sustainable modes will improve safety.</p>	<p>No further measures over option 1.</p> <p>No further measures than option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>More chance of vehicular / pedestrian or cyclist collisions resulting in physical injury than through minor car accidents.</p> <p>No further measures than option 1.</p> <p>Reducing the amount of cars around schools would reduce the increased risk of physical injury from more children cycling to school.</p>

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION THREE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
11	<p>More people using public transport will result in an increase in 'natural policing' and reduce the risk and fear of crime.</p> <p>Benefits gained from people not having to stand at bus stops, etc. for any length of time, and increased patronage, reduces vulnerability.</p> <p>Park and ride measures and other improved services may reduce crime by providing secure facilities that are manned/have CCTV coverage.</p>	<p>No further measures over option 1.</p> <p>More people are likely to be using walking/cycling routes encouraging 'natural policing',</p> <p>No significant effect beyond from option 1.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>Slight improvements through increased levels of 'natural policing'.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>
12	<p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p> <p>Guided bus systems can locally make it more difficult for pedestrians to cross, and there will be insufficient traffic / speeds reduction measures to improve people's ability to cross.</p>	<p>No further measures than option 1.</p> <p>Improved sign posting will make it easier for people to walk and cycle.</p> <p>Junction improvements make it easier to walk and cycle on road networks.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>Benefits through combination of option 1 measures with measures to provide crossing facilities at desire lines.</p>	<p>No significant effect beyond from option 1.</p> <p>No further measures over option 1.</p> <p>Community cohesion will be improved by reducing barriers to mobility and encouraging children to cycle to school.</p>
13	<p>Higher frequency buses and more services improve access, plus improvements to community transport services.</p> <p>No significant effect beyond from option 1.</p> <p>Measure have benefits in terms of both mobility and increased services to more places.</p>	<p>No further measures than option 1.</p> <p>More people may be encouraged to walk and cycle if they have more confidence in the route.</p> <p>Measures are making private car use more difficult - particularly an issue for those with poor mobility.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>Measures are aimed mainly at increasing levels of walking and cycling, and reducing car use which means that longer journeys will be more difficult.</p> <p>No further measures over option 1.</p> <p>Benefits in terms of improving disabled access.</p>

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION THREE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
14	<p>Potential benefits from improved access and reduced congestion and delays.</p> <p>No significant effect beyond from option 1.</p> <p>Slight benefits from infrastructure improvements which will improve access to people's places of work, shops, etc.</p>	<p>No further measures than option 1.</p> <p>No significant effect beyond from option 1.</p> <p>Although there is some high occupancy vehicle provision, there are very limited junction improvements to reduce levels of congestion – may dissuade investment and incur economic loss from traffic delays, although this is difficult to predict.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>Increased public parking costs may dissuade people from visiting shops and other services, particularly in smaller towns.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>
15	<p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>No further measures than option 1.</p> <p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>No significant effect beyond from option 1.</p> <p>No further measures over option 1.</p> <p>Contribution to protection of undeveloped greenfield soils and possible indirect effects of some brownfield contamination clean-up.</p>
16	<p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p> <p>Infrastructure: Some potential benefits with regard to secondary/recycled material use in infrastructure projects, but this is not specifically mentioned.</p>	<p>No further measures than option 1.</p> <p>No significant effect beyond from option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>No further measures over option 1.</p> <p>No further measures over option 1.</p> <p>No significant effect beyond from option 1.</p>	<p>No change from option 1.</p> <p>No further measures over option 1.</p> <p>Redevelopment of existing buildings provides an opportunity for reuse / recycling of existing structures/services.</p>

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FOUR			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
1	No further measures over option 1. <b>No further measures over option 1.</b> No overall change – although there will be an indirect marginal increase in traffic, it will be travelling more slowly (creating less noise).	Measures are catering for more traffic but are also increasing speeds (which creates more noise). <b>No significant effect beyond option 1.</b> Noise associated with building new roads for capacity – but this could be reduced with careful design.	No further measures over option 1. <b>No further measures over option 1.</b> No further measures over option 1.	Increase in school run / commuter traffic will result in a slight increase in noise, but this is unlikely to be enough to affect the region’s noise climate. <b>No significant effect beyond option 1.</b> No significant effect beyond option 1.
2	No further measures over option 1. <b>No further measures over option 1.</b> Continuing increase of traffic is predicted on the road network but incentives to use public transport are reduced. This will lead to increased congestion and associated emissions.	More cars are likely, particularly in urban centres, leading to increased congestion and emissions. <b>Variable Message Signs could relieve congestion in sensitive areas.</b> Measures will lead to considerable increases in traffic and congestion and associated emissions.	No further measures over option 1. <b>No further measures over option 1.</b> No further measures over option 1.	Increases in peak time traffic as a result of policies in this option will cancel out any benefit from travel plans and other sustainable transport promotion (which is now limited). <b>In combination with service measures, will lead to increased traffic growth, congestion and emissions.</b> No significant change beyond option 1.
3	No further measures over option 1. <b>No further measures over option 1.</b> Continuing increase of traffic predicted on the road network but incentives to use public transport are reduced. This will lead to increased congestion.	More cars are likely, particularly in urban centres, leading to increased congestion and emissions. <b>As for air quality, but although congestion locally may be reduced, people may find alternative, longer routes and CO<sub>2</sub> emissions may stay largely the same (AQ is a more local problem as regards AQMAs than CO<sub>2</sub> emissions).</b> Measures will lead to considerable increases in traffic and congestion.	No further measures over option 1. <b>No further measures over option 1.</b> No further measures over option 1.	Increases in peak time traffic as a result of policies in this option will cancel out any benefit from travel plans and other sustainable transport promotion (which is now limited). <b>In combination with service measures, will lead to increased traffic growth, congestion and emissions.</b> No significant change beyond option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of potential & other comments

SEA OBJECTIVES	OPTION FOUR (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
4	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	No change from option 1. Comprehensive Variable Message Signs can identify areas affected by climate change effects and divert drivers away from problem areas across the sub-region. General trend towards increased car use, and potential implications for flooding with new roads if not designed with consideration to climate change effects.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.
5	No further measures over option 1. No further measures over option 1. Measures insufficient for noticeable change.	Negative visual impact from increasing levels of traffic on roads and parked cars in urban areas. Slight visual impact from comprehensive implementation of Variable Message Signs, particularly in sensitive areas or cumulative effects along certain routes. Signage also has effects on street clutter and pedestrian flow, but this could be mitigated through careful siting. Visual impacts from increased levels of traffic and congestion, and also from new build.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No change from option 1. No change from option 1. No significant effect beyond option 1.
6	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FOUR (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
7	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	Cumulative effects of increased traffic may impact on wildlife through air and land pollution and some potential direct effects of land take from new car parks. No significant effect beyond option 1. Cumulative effects of increased traffic may impact on wildlife through air, water and land pollution and potential direct effects of land take from build.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.
8	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	No significant impact over option 1 No significant effect beyond option 1. Possible impacts from increased risk of accidents and spillages as more cars are encouraged to use road network.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.
9	No further measures over option 1. No further measures over option 1. No significant change over option 1.	Less emphasis on promoting sustainable modes will reduce levels of physical activity and have cumulative air quality effects across the sub-region. Less information available on sustainable modes may reduce levels of physical activity Less walking will reduce levels of physical activity. Measures leading to increased congestion may also have impacts on air quality leading to the declaration of more AQMAs. Policies encouraging increased traffic would also exacerbate any existing problems with traffic delays to emergency vehicles.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	Less use of sustainable modes through reduced travel plans will have a knock-on effect on physical activity. No significant effect beyond option 1. No significant effect beyond option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FOUR (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
10	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	The car is given high priority which would lead to more traffic and less pedestrian crossing time, etc. may also have the indirect effect of increasing rat-runs in residential areas and more vehicle collisions. No further measures over option 1. Measures will lead to more traffic and accidents.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	More cars on the road likely to increase the number of casualties. No change from option 1. No change from option 1.
11	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	No significant change from option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.
12	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	There will be more cars on roads travelling at increased speeds. No significant effect beyond option 1. Measures are all aimed at car use rather than residential areas or pedestrian activity, which will negatively affect community severance.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. Relaxed development policies may result in loss of neighbourhood improvement benefits from option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FOUR (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
13	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	Only effects of the measures will be in city centres which have fairly good access anyway, but could be slight positive impact on employment. No significant effect beyond option 1. Improves car access to all urban and rural areas.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	Less emphasis on measures in option 1 will reduce benefits for improved access. Less emphasis on measures in option 1 will reduce benefits for improved access. No significant change over Option 1.
14	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	Unlikely to have a significant effect over the whole region, but may be some additional local impacts - for example in suburban regeneration areas. Variable Message Signs will reduce delays and improve economic competitiveness. Measures will increase traffic in already congested areas and negatively affects urban areas, although there could be some beneficial impact in certain localities for suburban regeneration areas with little current public transport provision.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. Impacts will become worse than for option 1 due to relaxation of development policies.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FOUR (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
15	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No significant effect beyond option 1. Possible impacts from increased risk of accidents and spillages contaminating soils as more cars are encouraged to use road network. Also additional risk of compaction and loss of soils from new build.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. Policies leading towards increased greenfield development and associated new access roads will have a more detrimental effect of soil through soil loss, compaction, etc. Will also indirectly lead to a reduction in contaminated land remediation at brownfield sites.
16	No further measures over option 1. No further measures over option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures over option 1. No further measures over option 1. No further measures over option 1.	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FIVE			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
1	<p>No significant effect beyond option 1.</p> <p>No significant effect beyond option 1.</p> <p>No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.</p> <p>No significant effect beyond option 1.</p> <p>HOV lanes, targeted hotspots, etc. will reduce traffic flow and associated congestion and therefore noise nuisance locally, but will not necessarily affect overall noise level.</p>	<p>No significant effect beyond option 1.</p> <p>No further measures than option 1.</p> <p>In addition to option 1 improved pedestrian/cyclist facilities and speed management are likely to reduce traffic speeds and bring some local noise benefits.</p>	<p>No significant effect beyond option 1.</p> <p>No further measures than option 1.</p> <p>No significant effect beyond option 1.</p>
2	<p>Additional measures should cope with the increase in demand for public transport resulting from increased congestion on roads, but won't be significant enough to reduce air quality across West Yorkshire.</p> <p>No significant effect beyond option 1.</p> <p>Bus service improvements will help to improve air quality locally, but unlikely to make much difference at strategic level.</p>	<p>No further measures than option 1.</p> <p>Extent of Variable Message Signs not sufficient to alter sub-regional air quality.</p> <p>Many of the measures will reduce congestion and emissions in urban areas.</p>	<p>No change from option 1.</p> <p>No further measures than option 1.</p> <p>Several measures will slow traffic down and give priority to cyclists / pedestrians, subsequently reducing vehicle speeds and potentially increasing local vehicle emissions.</p>	<p>Slight benefit if it is assumed that publicity campaigns work and a significant number of people start using public transport.</p> <p>No further measures than option 1.</p> <p>No significant effect beyond option 1.</p>
3	<p>Will improve congestion on major links but continuing traffic growth throughout plan area means total CO<sub>2</sub> emissions are likely to continue to increase throughout the plan area.</p> <p>No significant effect beyond option 1.</p> <p>Improved public transport facilities should have some effect on reducing overall levels of traffic and therefore reduce overall emissions.</p>	<p>No further measures than option 1.</p> <p>Extent of Variable Message Signs not sufficient to alter sub-regional emissions.</p> <p>As measures are targeted in urban areas CO<sub>2</sub> emissions from all journeys across the sub-region will decrease to an extent but won't get as great a benefit as for air quality, which relates more to local 'hotspots'.</p>	<p>No change from option 1.</p> <p>No further measures than option 1.</p> <p>Several measures will slow traffic down and give priority to cyclists / pedestrians, subsequently reducing vehicle speeds and potentially increasing overall vehicle emissions.</p>	<p>No significant effect beyond option 1.</p> <p>No further measures than option 1.</p> <p>No significant effect beyond option 1.</p>

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 Comments for **information**  
 Comments for **infrastructure**  
 Areas of potential & other comments

SEA OBJECTIVES	OPTION FIVE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
4	<p>No significant effect beyond option 1.  <b>No significant effect beyond option 1.</b>                      Infrastructure: Potential to improve the ability of new infrastructure measures to cope with climate change effects, but these have not been accounted for in the measures as they stand.</p>	<p>No significant effect beyond option 1.                      Variable Message Signs in outlying areas will alert drivers to problems of flooding, landslips, etc. to a better extent than option 1, but not as well as option 2.                      New development is not taking account of potential future climate change effects.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>
5	<p>No change from option 1.  <b>No change from option 1.</b>                      Guided bus systems and other engineering projects could have a negative visual impact, but this may be counteracted by a resultant reduction of queuing traffic and congestion on roads.                      Implementation of bus lanes, etc. unlikely to be comprehensive enough to impact on the region as a whole.</p>	<p>No further measures than option 1.  <b>Not sufficient to affect landscape or townscape at a strategic level.</b>                      No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>
6	<p>No significant effect beyond option 1.  <b>No significant effect beyond option 1.</b>                      No significant effect beyond option 1.</p>	<p>No further measures than option 1.  <b>No significant effect beyond option 1.</b>                      No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>
7	<p>No significant effect beyond option 1.  <b>No significant effect beyond option 1.</b>                      No significant effect beyond option 1.</p>	<p>No further measures than option 1.  <b>No significant effect beyond option 1.</b>                      No change from option 1 at strategic level, but there may be some local impacts.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>	<p>No significant effect beyond option 1.  <b>No further measures than option 1.</b>                      No significant effect beyond option 1.</p>

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FIVE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
8	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.
9	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No significant effect beyond option 1. Additional cycling provision may encourage more people to cycle.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.
10	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. Further improvements to the pedestrian/cyclist facilities and speed management measures in option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.
11	No significant effect beyond option 1. No significant effect beyond option 1. Comprehensive CCTV, etc. on top of existing measures will reduce crime/the fear of crime at vulnerable spots. Park and ride facilities should also have some additional security measures over other car parks/public transport.	No further measures than option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	Improving the image of public transport will help to reduce the fear of crime. No further measures than option 1. No significant effect beyond option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FIVE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
12	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No significant effect beyond option 1. Pedestrian crossing facilities have been improved.	No significant effect beyond option 1. No further measures than option 1. New crossings at pedestrian/cyclist desire lines and targeting dangerous roads will improve severance issues.	No significant effect beyond option 1. No further measures than option 1. Slight improvement through reducing barriers to mobility, and to some extent encouraging cycling within communities.
13	Improvements in demand responsive and community transport, but may not be comprehensive enough for a significant strategic improvement. No significant effect beyond option 1. Reduced fear of crime and improved public transport facilities will improve access for all groups.	No further measures than option 1. Improved signing may help cyclists/pedestrians get around and limited variable message signs will improve access, particularly in and around urban areas. A number of the measures improve access for disabled people, and better cycling and pedestrian facilities, variable message signing and improved traffic flows will improve access generally across the plan area.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.
14	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No further measures than option 1 No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No change from option 1 – impact too small to make strategic difference.
15	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.

**KEY:** Comments for **services**  
 Comments for **information**  
 Comments for **infrastructure**  
 Areas of **potential & other comments**

SEA OBJECTIVES	OPTION FIVE (continued)			
	Public Transport	Network	Road Safety	Mobility Management Initiatives
16	No significant effect beyond option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No further measures than option 1. No significant effect beyond option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.	No significant effect beyond option 1. No further measures than option 1. No significant effect beyond option 1.

<p><b>KEY:</b> Comments for <b>services</b>                  Comments for <b>information</b>                  Comments for <b>infrastructure</b>                  Areas of <b>potential &amp; other comments</b></p>
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