

# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.1 To achieve sustainable development proposals should: Be located where it is accessible by forms of transport other than the private car						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF1</b>	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.2 To achieve sustainable development proposals should: Contribute to the improvement of existing and provision of new public transport services , the provision of sustainable transport initiatives including the Councils Yellow Bus Scheme						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? <i>(if yes, insert data reference)</i>	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF1	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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Plan, policy, programme or project under assessment:		13. Sustainable Transport			Assessment ID: F44.13.004			
Sub- plan, policy, programme or project under assessment:		13.3 To achieve sustainable development proposals should: Comply with the Councils parking standards						
Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF1	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.4 To achieve sustainable development proposals should : Demonstrate that it can mitigate the transport impacts which may arise from the development						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF1	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.5 To achieve sustainable development proposals should: Be located in the urban areas close to existing town centres and community facilities and transport						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF1</b>	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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Sub- plan, policy, programme or project under assessment:		13.6 To achieve sustainable development proposals should: Include other measures to reduce car use						
Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF1	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.7 To achieve sustainable development proposals should: Make a provision for on site cycle parking and for safe cyclist and pedestrian access						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF1</b>	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.8 To achieve sustainable development proposals should: Prepare , implement and monitor travel plans for major trip generating land uses such as employment, shops and schools						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF1	<ul style="list-style-type: none"> <li>Net additional dwellings for the current year (Trend: +ve , RSF Target: Achieved)</li> <li>Affordable housing completions (Trend: +ve , RSF Target: n/a)</li> <li>Households on the housing register (Trend: -ve , RSF Target: N/A)</li> <li>Ratio of lower quartile house price to lower quartile income by district (Trend: -VE, RSF Target: N/A)</li> <li>Number of non decent dwellings per 1000 dwellings (Trend +ve, RSF Target: Progressing to meet trend deadline)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may not be in agreement with RSF1</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Net additional dwellings for the current year</li> <li>Affordable housing completions</li> <li>Households on the housing register</li> <li>Ratio of lower quartile house price to lower quartile income by district</li> <li>Number of non decent dwellings per 1000 dwellings</li> </ul>	LP	-	I	This policy may have a negative effect on RSF1 by making residential development more difficult in comparison to areas outside Runnymede

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.9 To achieve sustainable development proposals should: Be located where it is accessible by forms of transport other than the private car					
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>					
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)			Characterisation of Effect	Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Data:		
RSF7	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP + D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

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<b>Sub- plan, policy, programme or project under assessment:</b>		13.10 To achieve sustainable development proposals should: Contribute to the improvement of existing and provision of new public transport services , the provision of sustainable transport initiatives including the Councils Yellow Bus Scheme						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? <i>(if yes, insert data reference)</i>	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF7	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP	+	D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

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Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? <i>(if yes, insert data reference)</i>	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
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Note 4 **PPPP can definitely do**; **PPPP could do, subject to limits or further investigation thereof**; **PPPP can't do, but others can**

# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004		
<b>Sub- plan, policy, programme or project under assessment:</b>		13.12 To achieve sustainable development proposals should : Demonstrate that it can mitigate the transport impacts which may arise from the development					
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>					
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)			Characterisation of Effect Duration (See Note 1) Consequence (See Note 2) Status (See Note 3)	Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Data:		
RSF7	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP + D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.13 To achieve sustainable development proposals should: Be located in the urban areas close to existing town centres and community facilities and transport						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF7	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP	+	D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			<b>Assessment ID:</b> F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.14 To achieve sustainable development proposals should: Include other measures to reduce car use						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF7</b>	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP	+	D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004	
<b>Sub- plan, policy, programme or project under assessment:</b>		13.15 To achieve sustainable development proposals should: Make a provision for on site cycle parking and for safe cyclist and pedestrian access				
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>				
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Can the effect be quantified? (if yes, insert data reference)	Duration (See Note 1)	Consequence (See Note 2)	
RSF7	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP + D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.16 To achieve sustainable development proposals should: Prepare , implement and monitor travel plans for major trip generating land uses such as employment, shops and schools						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF7	<ul style="list-style-type: none"> <li>Access to key services and facilities by public transport , walking and cycling (Data Gap)</li> <li>Percentage of rural households at set distances from key services (Trend: +ve ,Target: N/A)</li> <li>Access to natural greenspace (Data Gap)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF7</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Percentage of rural households at set distances from key services</li> </ul>	LP	+	D	This policy may be in agreement with RSF7 as depending what means of transport are available may improve accessibility to services and facilities

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004	
<b>Sub- plan, policy, programme or project under assessment:</b>		13.17 To achieve sustainable development proposals should: Be located where it is accessible by forms of transport other than the private car				
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>				
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Can the effect be quantified? (if yes, insert data reference)	Duration (See Note 1)	Consequence (See Note 2)	
RSF16	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A	LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Development			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.18 To achieve sustainable development proposals should: Contribute to the improvement of existing and provision of new public transport services , the provision of sustainable transport initiatives including the Councils Yellow Bus Scheme						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF16</b>	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A			LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

Note 4 **PPPP can definitely do**; **PPPP could do, subject to limits or further investigation thereof**; **PPPP can't do, but others can**

# Impact Assessment Matrix 1: Effect and Impact Identification

Plan, policy, programme or project under assessment:		13. Sustainable Transport			Assessment ID: F44.13.004			
Sub- plan, policy, programme or project under assessment:		13.19 To achieve sustainable development proposals should: Comply with the Councils parking standards						
Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF16	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A	LP	+	I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004	
<b>Sub- plan, policy, programme or project under assessment:</b>		13.20 To achieve sustainable development proposals should : Demonstrate that it can mitigate the transport impacts which may arise from the development				
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>				
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Can the effect be quantified? (if yes, insert data reference)	Duration (See Note 1)	Consequence (See Note 2)	
RSF16	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A	LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004	
<b>Sub- plan, policy, programme or project under assessment:</b>		13.21 To achieve sustainable development proposals should: Be located in the urban areas close to existing town centres and community facilities and transport				
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>				
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Can the effect be quantified? (if yes, insert data reference)	Duration (See Note 1)	Consequence (See Note 2)	
RSF16	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A	LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

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Note 4 **PPPP can definitely do**; **PPPP could do, subject to limits or further investigation thereof**; **PPPP can't do, but others can**

# Impact Assessment Matrix 1: Effect and Impact Identification

Plan, policy, programme or project under assessment:		13. Sustainable Transport			Assessment ID: F44.13.004			
Sub- plan, policy, programme or project under assessment:		13.22 To achieve sustainable development proposals should: Include other measures to reduce car use						
Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF16	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A			LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004	
<b>Sub- plan, policy, programme or project under assessment:</b>		13.23 To achieve sustainable development proposals should: Make a provision for on site cycle parking and for safe cyclist and pedestrian access				
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>				
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
			Can the effect be quantified? (if yes, insert data reference)	Duration (See Note 1)	Consequence (See Note 2)	
RSF16	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A	LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.24 To achieve sustainable development proposals should: Prepare , implement and monitor travel plans for major trip generating land uses such as employment, shops and schools						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>		<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>
					<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>	
<b>RSF16</b>	<ul style="list-style-type: none"> <li>Days when air pollution is moderate or high (Trend: neutral/unchanged , RSF Target: N/A)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF16</li> </ul>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Data: N/A		LP + I	This policy may be in agreement with RSF16 depending upon how sustainable transport implementations affect air quality	

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.25 To achieve sustainable development proposals should: Be located where it is accessible by forms of transport other than the private car						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF17	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon how accessible other forms of transport are.

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

Note 4 **PPPP can definitely do**; **PPPP could do, subject to limits or further investigation thereof**; **PPPP can't do, but others can**

# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Development			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.26 To achieve sustainable development proposals should: Contribute to the improvement of existing and provision of new public transport services , the provision of sustainable transport initiatives including the Councils Yellow Bus Scheme						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <b>(if yes, insert data reference)</b>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF17</b>	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon how accessible other forms of transport are.

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

Note 4 **PPPP can definitely do**; **PPPP could do, subject to limits or further investigation thereof**; **PPPP can't do, but others can**

# Impact Assessment Matrix 1: Effect and Impact Identification

Plan, policy, programme or project under assessment:		13. Sustainable Transport			Assessment ID: F44.13.004			
Sub- plan, policy, programme or project under assessment:		13.27 To achieve sustainable development proposals should: Comply with the Councils parking standards						
Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF17	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon parking standards are implemented

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.28 To achieve sustainable development proposals should : Demonstrate that it can mitigate the transport impacts which may arise from the development						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF17	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon access to sustainable transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			<b>Assessment ID:</b> F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.29 To achieve sustainable development proposals should: Be located in the urban areas close to existing town centres and community facilities and transport						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF17</b>	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon access to sustainable transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

Plan, policy, programme or project under assessment:		13. Sustainable Transport			Assessment ID: F44.13.004			
Sub- plan, policy, programme or project under assessment:		13.30 To achieve sustainable development proposals should: Include other measures to reduce car use						
Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...		Brief description & character of the anticipated effect						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF17	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon access to sustainable transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.31 To achieve sustainable development proposals should: Make a provision for on site cycle parking and for safe cyclist and pedestrian access						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF17	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon access to sustainable transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			<b>Assessment ID:</b> F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.32 To achieve sustainable development proposals should: Prepare , implement and monitor travel plans for major trip generating land uses such as employment, shops and schools						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF17</b>	<ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source (Trend: -VE , RSF Target: N/A)</li> <li>Per capita CO2 emissions (Trend: +VE, Target: +VE)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy may be in agreement with RSF17</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Emissions of greenhouse gases by source</li> <li>Per capita CO2 emissions</li> </ul>	LP	+	D	This policy may be in agreement with RSF17 depending upon access to sustainable transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004		
<b>Sub- plan, policy, programme or project under assessment:</b>		13.33 To achieve sustainable development proposals should: Be located where it is accessible by forms of transport other than the private car					
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>					
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)	
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Data: <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Development			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.34 To achieve sustainable development proposals should: Contribute to the improvement of existing and provision of new public transport services , the provision of sustainable transport initiatives including the Councils Yellow Bus Scheme						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? <i>(if yes, insert data reference)</i>	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.35 To achieve sustainable development proposals should: Comply with the Councils parking standards						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? <i>(if yes, insert data reference)</i>	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>		
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004		
<b>Sub- plan, policy, programme or project under assessment:</b>		13.36 To achieve sustainable development proposals should : Demonstrate that it can mitigate the transport impacts which may arise from the development					
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>					
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>	
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <i>Data:</i> <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.37 To achieve sustainable development proposals should: Be located in the urban areas close to existing town centres and community facilities and transport						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>	
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)		
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

Note 2 **Consequence** refers to whether the anticipated effect will be a significantly beneficial (++), beneficial (+), neutral (0), adverse (-) or significantly adverse (--).one.

Note 3 **Status** refers to whether the anticipated effect will be direct (D), indirect (I), cumulative (C) or synergistic (S).

Note 4 **PPPP can definitely do**; **PPPP could do, subject to limits or further investigation thereof**; **PPPP can't do, but others can**

# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			<b>Assessment ID:</b> F44.13.004			
<b>Sub- plan, policy, programme or project under assessment:</b>		13.38 To achieve sustainable development proposals should: Include other measures to reduce car use						
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>						
<b>SA/SEA Objectives</b>	<b>Indicators / Targets /Trends</b> <i>(see Scoping Report for full description)</i>	<b>Description of Effect/Issue</b>	<b>Can the effect be quantified?</b> <i>(if yes, insert data reference)</i>	<b>Characterisation of Effect</b>			<b>Comments including recommendations for minor effect mitigation &amp; enhancement</b> <i>(See Note 4)</i>	
				<b>Duration</b> <i>(See Note 1)</i>	<b>Consequence</b> <i>(See Note 2)</i>	<b>Status</b> <i>(See Note 3)</i>		
<b>RSF21</b>	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Data:</i> <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

Note 1 **Duration** refers to whether the anticipated effect is a short (S), medium (M) or long (L) term one, and whether it is expected to be permanent (P) or temporary (T).

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004		
<b>Sub- plan, policy, programme or project under assessment:</b>		13.39 To achieve sustainable development proposals should: Make a provision for on site cycle parking and for safe cyclist and pedestrian access					
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>					
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
				Duration <i>(See Note 1)</i>	Consequence <i>(See Note 2)</i>	Status <i>(See Note 3)</i>	
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Data: <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

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# Impact Assessment Matrix 1: Effect and Impact Identification

<b>Plan, policy, programme or project under assessment:</b>		13. Sustainable Transport			Assessment ID: F44.13.004		
<b>Sub- plan, policy, programme or project under assessment:</b>		13.40 To achieve sustainable development proposals should: Prepare , implement and monitor travel plans for major trip generating land uses such as employment, shops and schools					
<b>Will implementation of the proposed strategic option, policy or action affect the sustainability of the Borough...</b>		<b>Brief description &amp; character of the anticipated effect</b>					
SA/SEA Objectives	Indicators / Targets /Trends <i>(see Scoping Report for full description)</i>	Description of Effect/Issue	Can the effect be quantified? (if yes, insert data reference)	Characterisation of Effect			Comments including recommendations for minor effect mitigation & enhancement <i>(See Note 4)</i>
				Duration (See Note 1)	Consequence (See Note 2)	Status (See Note 3)	
RSF21	<ul style="list-style-type: none"> <li>Growth in road traffic volume (Data gap)</li> <li>Time taken to travel to work (average time taken per journey) (Trend: +neutral/unchanged , Target: n/a)</li> <li>Trips per person per mode (Trend: Neutral/unchanged, Target: n/a)</li> <li>Freight transported by mode (tonnes lifted) (Trend: Neutral/unchanged , Target: n/a)</li> </ul>	<i>What is the anticipated effect/issue?</i> <ul style="list-style-type: none"> <li>This policy is in direct support of RSF21</li> </ul>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> <i>Data:</i> <ul style="list-style-type: none"> <li>Time taken to travel to work (average time taken per journey)</li> <li>Trips per person per mode</li> <li>Freight transported by mode (tonnes lifted)</li> </ul>	LP	+	D	This policy is in direct agreement with RSF21 as this promotes the use of sustainable modes of transport

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