Biodiversity, flora & fauna: Protect and enhance the county's habitats, biodiversity levels, and species of international, national, regional and local importance.				
Plan Outcomes	**Plan Policies**	**VFM Indicators**	**Effect**	**Assessment vs SEA Objectives - Biodiversity**
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	0	
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	++	Ensures early preliminary assessment of potential biodiversity impacts. [Potentially ++ however, this is huge in scope, and the impacts will vary between topics It needs to be broken down to get an overview of likely impacts on the SEA Objectives. Query also the qualifications/experience required to make this judgement - will this be assessed by an appropriately qualified expert for each project? If not, the methodology to be used to undertake this preliminary assessment needs to be established and robust.]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Poor AQ negatively impacts on flora and fauna, so any measures intended to improve AQ have potential to positively impact biodiversity.
		Active travel – what impact will the scheme have on promoting active travel?	0	

Assessment key

++ Major positive
+ Minor positive
0 None /unknown
- Minor negative
- - Major negative

Air Quality: Improve air quality in urban areas and achieve the NAQS and AQMA objectives across the county.

Plan Outcomes	Plan Policies	VFM Indicators	Effect	Assessment vs SEA Objectives - Air Quality
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	+	Areas of deprivation often coincide with areas of poor environmental quality, therefore schemes in such locations have potential to reduce environmental inequality.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion and therefore more free-flowing traffic can be beneficial to air quality.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Modal shift away from motorised vehicles reduces emissions and therefore can contribute to locally improved air quality.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Poor air quality can negatively affect some building materials, therefore improving air quality can assist in maintaining the built environment.
		Environment – what impact will the scheme have on the natural environment?	0	As air quality, below. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	++	Ensures early preliminary assessment of potential air quality impacts.
		Active travel – what impact will the scheme have on promoting active travel?	++	As sustainable travel, above.

Human Health: Support transport solutions that promote positive health outcomes through active and sustainable travel choices and improved road safety.

Plan Outcomes	Plan Policies	VFM Indicators	Effect	Assessment vs SEA Objectives - Human Health
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	++	Deprived areas are associated with health inequalities, as well as environmental inequality which contributes to the wider determinants of health, therefore schemes in such locations have potential to reduce health inequality and improve human health outcomes.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion has potential to result in reduced noise and air pollution, which in turn can improve health and wellbeing. Improved journey time can have wellbeing benefits.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Access to services forms part of the wider determinants of health, and as such can affect health and wellbeing.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	++	Early preliminary assessment of potential safety benefits will result in improved human health outcomes.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	Increasing cycling and walking has direct health benefits; reducing vehicle emissions has indirect health benefits by improving noise and air quality.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Reducing severance encourages travel by cycling and walking, and helps to eliminate food deserts; both of which potentially improve health outcomes.
		Environment – what impact will the scheme have on the natural environment?	++	Environmental factors are the wider determinants of health, therefore early preliminary assessment of potential impacts can result in improved human health outcomes. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Early preliminary assessment of potential air quality impacts may result in improved human health outcomes.
		Active travel – what impact will the scheme have on promoting active travel?	++	Early preliminary assessment of potential active travel opportunities will result in improved human health outcomes.

		Climatic factors: Reduce vulnerability to climate change-related extreme weather events by creating a resilient transport infrastructure and identifying appropriate adaptation and mitigation measures.		
Plan Outcomes	**Plan Policies**	**VFM Indicators**	**Effect**	**Assessment vs SEA Objectives - Climatic factors**
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	Outcome 1 includes climate resilience but this isn't reflected in the VFM indicators - this is a significant omission, although other indicators form a proxy as detailed below.
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	++	Early preliminary assessment of accessibility impacts will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected. Work needs to be undertaken with colleagues in the County and District Local Planning Authorities, to ensure that new developments come with a presumption of provision of all necessary services within reasonable walking distance, in order to reduce journey numbers.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Early preliminary assessment of connectivity impacts will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Early preliminary assessment of sustainable travel options will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Severance can result in greater reliance on vehicular transport - early preliminary assessment of this will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
		Environment – what impact will the scheme have on the natural environment?	0	
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	++	Early preliminary assessment of potential air quality impacts will allow sustainable design to be maximised and the least climate-impacting option to be selected.
		Active travel – what impact will the scheme have on promoting active travel?	+	Early preliminary assessment of active travel options will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.

Population: Promote accessible, integrated and sustainable transport networks that support the needs of the economy and local communities

Plan Outcomes	Plan Policies	VFM Indicators	Effect	
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	++	Deprived areas are associated with health, environmental and economic inequalities; early preliminary assessment to identify such locations will enable schemes to provide appropriate assistance to the local economy and communities in these areas.
		Congestion – what impact will the scheme have on congestion and journey time?	++	Early preliminary assessment of congestion and journey time will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Early preliminary assessment of accessibility impacts will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	++	Early preliminary assessment of connectivity impacts will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	+	Early preliminary assessment of safety benefits will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Early preliminary assessment of sustainable travel options will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	0	
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	+	Early preliminary assessment of active travel options will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.

Water: Coordinate across the county in parallel with other planning policy, in order to address water catchment quality and resource issues.				
Plan Outcomes	**Plan Policies**	**VFM Indicators**	**Effect**	
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	Sustainable travel requires less fuel and oil to be transported than in conventional motorised road transport, and its promotion therefore potentially reduces the likelihood of spillage and consequent pollution incidents, with consequent benefits to water quality.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	++	Ensures early preliminary assessment of potential water quality and resource impacts. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	+	Active travel does not require fuel or oil to be transported, and its promotion therefore potentially reduces the likelihood of spillage and consequent pollution incidents, with consequent benefits to water quality.

Cultural Heritage: Protect and enhance cultural heritage, and access to areas and features of historic, architectural or archaeological importance.				
Plan Outcomes	**Plan Policies**	**VFM Indicators**	**Effect**	**Assessment vs SEA Objectives - Cultural Heritage**
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Availability of access to cultural heritage resources is as important as their protection - early preliminary assessment will permit this to be taken into account.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	0	
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	++	Ensures early preliminary assessment of potential cultural heritage impacts.
		Environment – what impact will the scheme have on the natural environment?	+	Landscape and cultural heritage contexts are not easily disentangled, therefore early preliminary assessment of potential landscape-level impacts (natural and archaeological) is vital to allowing mitigation and enhancement of individual features and wider settings. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Poor air quality can negatively affect some building materials, therefore improving air quality can assist in maintaining the built environment.
		Active travel – what impact will the scheme have on promoting active travel?	0	

Landscape: Protect and enhance the character and diversity of all landscape assets through planning and policy decisions and ensure development does not decrease visual and recreational amenity.

Plan Outcomes	Plan Policies	VFM Indicators	Effect	
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	0	
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	++	Ensures early preliminary assessment of landscape and visual impacts of a scheme. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	0	

Noise & Tranquility: Seek to reduce noise at source, particularly in existing Noise Important Areas, and to prevent the creation of new Noise Important Areas; protect tranquil areas from impact, including cumulative impa					
Plan Outcomes	Plan Policies	VFM Indicators	Effect	Assessment vs SEA Objectives - Noise & Tranquility
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	+	Areas of deprivation often coincide with areas of poor environmental quality, therefore schemes in such locations have potential to reduce environmental inequality.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion and therefore more free-flowing traffic can be beneficial to noise levels.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Modal shift away from motorised vehicles reduces noise emissions and therefore can contribute to locally reduced noise levels.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	++	Ensures early preliminary assessment of potential noise impacts. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	++	As sustainable travel, above.

Plan Outcomes	Plan Policies	VFM Indicators	Effect	Assessment vs SEA Objectives - Material Assets
Material Assets: Maximise resource efficiency in materials, energy, waste and water use by utilising sustainable construction and procurement methods, and ensuring appropriate ongoing maintenance of assets.				
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Modal shift away from motorised vehicles reduces energy consumption (oil and fuel use) and therefore can contribute to the sustainable use of material assets.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	++	Early preliminary assessment will allow maximised resource efficiency in materials, energy, waste and water use by utilising sustainable construction and procurement methods, and ensuring appropriate ongoing maintenance of assets. [See also Biodiversity, above]
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	++	As sustainable travel, above.

Technology & Innovation: Apply innovative and technological approaches to achieving sustainable outcomes.				
Plan Outcomes	**Plan Policies**	**VFM Indicators**	**Effect**	**Assessment vs SEA Objectives - Technology & Innovation**
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	Outcome 1 seeks to deliver economic growth and development and Outcome 2 seeks accessibilty of employment and services, but there is no mention of the role of technology and innovation in the VFM indicators - this is an omission, as the early consideration of opportunities for technology and innovation can promote a range of sustainable outcomes such as better access to jobs in related industries, use of new technology in sustainable travel and in engineering materials and techniques.
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	See above
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on the natural environment?	++	Much of the potential for technology and innovation will come out of discussions between design engineers and environmental consultants, in discussing emission reduction technology, innovations in ecological survey techniques, developments in low noise road surfaces, equipment and machinery, smart use of asset management systems and software, and so forth. Early preliminary assessment of this potential will permit early identification of such approaches.
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	+	See above

F2 – Amended Matrix as per Options Report v3

Biodiversity, flora & fauna: Protect and enhance the county's habitats, biodiversity levels, and species of international, national, regional and local importance.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives - Biodiversity
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	0/+	Reduced congestion and therefore more free-flowing traffic can be beneficial to air quality, which in turn can positively impact biodiversity.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	Climate resilience and the impacts on biodiversity are linked. Resilience is important to reduce the impact on flooding, which can have a significant impact on biodiversity. Also planting can have a positive impact on resilience to flooding but also impacts on biodiversity.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Connected door to door journeys should result in increased use of public transport which means lower emissions and decreased requirement for future congestion-relief schemes, having positive impacts on biodiversity.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0/+	Safety improvements in relation to cycleways and footways could result in increased uptake of active modes. This would reduce single car occupancy, reduce emissions and reduce demand/congestion, all of which may be beneficial to biodiversity.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	Increased use of public transport which means lower emissions and decreased requirement for future congestion-relief schemes, having positive impacts on biodiversity.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on...		
		Biodiversity?	++	Ensures early preliminary assessment of potential biodiversity impacts.
		Carbon Emissions?	+	Climate change negatively impacts on flora and fauna, so any measures intended to improve carbon emissions have potential to positively impact biodiversity.
		Water quality and resources?	+	Poor water quality and lack of water resources negatively impacts on flora and fauna, so any measures intended to improve these have potential to positively impact biodiversity.
		Natural & Cultural Heritage Landscape & Visual Impact?	+	Landscape-scale impacts have potential to negatively impact on flora and fauna, so any measures intended to reduce landscape and visual impact have potential to positively impact biodiversity.
		Noise & Tranquility?	+	Increased noise negatively impacts on flora and fauna, so any measures intended to improve noise levels have potential to positively impact biodiversity.
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	0	
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	+	Ensures consideration of potential to use (for example) innovative survey technniques such as eDNA (for Great Crested Newts) and new technology (such as EchoMeter Touch bat detector).
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Poor AQ negatively impacts on flora and fauna, so any measures intended to improve AQ have potential to positively impact biodiversity.
		Active travel – what impact will the scheme have on promoting active travel?	+	Increased use of active modes means lower emissions and decreased requirement for future congestion-relief schemes, having positive impacts on biodiversity.

Assessment key

++ Major positive
+ Minor positive
0 None /unknown
- Minor negative
- - Major negative

Air Quality: Improve air quality in urban areas and achieve the NAQS and AQMA objectives across the county.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives - Air Quality
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	+	Areas of deprivation often coincide with areas of poor environmental quality, therefore schemes in such locations have potential to reduce environmental inequality.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion and therefore more free-flowing traffic can be beneficial to air quality.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	Early preliminary assessment of potential air quality impacts will allow sustainable design to be maximised and the least climate-impacting option to be selected.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Connected door to door journeys should result in increased use of public transport which means lower emissions.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0	Potential disbenefit to safety in using low emission vehicles such as electric cars.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Modal shift away from motorised vehicles reduces emissions and therefore can contribute to locally improved air quality.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Poor air quality can negatively affect some building materials, therefore improving air quality can assist in maintaining the built environment.
		Environment – what impact will the scheme have on...		
		Biodiversity?	0	
		Carbon Emissions?	++	Early preliminary assessment of potential air quality impacts will allow sustainable design to be maximised and the least climate-impacting option to be selected.
		Water quality and resources?	0	
		Natural & Cultural Heritage Landscape & Visual Impact?	0	
		Noise & Tranquility?	0	
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	Ensures early preliminary assessment of potential indirect air quality impacts.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	+	Ensures consideration of potential to use (for example) innovative new technology such as NOx-'eating' paint.
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	++	Ensures early preliminary assessment of potential direct air quality impacts.
		Active travel – what impact will the scheme have on promoting active travel?	++	As sustainable travel, above.

Human Health: Support transport solutions that promote positive health outcomes through active and sustainable travel choices and improved road safety.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives - Human Health
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	++	Deprived areas are associated with health inequalities, as well as environmental inequality which contributes to the wider determinants of health, therefore schemes in such locations have potential to reduce health inequality and improve human health outcomes.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion has potential to result in reduced noise and air pollution, which in turn can improve health and wellbeing. Improved journey time can have wellbeing benefits.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	Climate change resilience is important for wellbeing - access to healthcare, education and employment is important - a transport system that can cope in times of extreme weather is essential to health and wellbeing
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Access to services forms part of the wider determinants of health, and as such can affect health and wellbeing.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Connected door to door journeys include public transport this means transport is accessible for all (accessing services etc) and reduces vehicle emissions.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	+	Connected door to door journeys include public transport this means transport is accessible for all (accessing services etc) and reduces vehicle emissions.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	++	Early preliminary assessment of potential safety benefits will result in improved human health outcomes. Outcomes as a result of fewer fatalities, but also knock on health impacts as a result of people using sustainable modes.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	Increasing cycling and walking has direct mental and physical health benefits; reducing vehicle emissions has indirect health benefits by improving noise and air quality.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Reducing severance encourages travel by cycling and walking, and helps to eliminate food deserts; both of which potentially improve health outcomes.
		Environment – what impact will the scheme have on...		
		Biodiversity?	+	
		Carbon Emissions?	+	Environmental factors are the wider determinants of health, therefore early preliminary assessment of potential impacts can result in improved human health outcomes.
		Water quality and resources?	+	
		Natural & Cultural Heritage Landscape & Visual Impact?	+	
		Noise & Tranquility?	+	
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	+	
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	++	Early preliminary assessment of potential air quality impacts may result in improved human health outcomes.
		Active travel – what impact will the scheme have on promoting active travel?	++	Early preliminary assessment of potential active travel opportunities will result in improved human health outcomes.

Climatic factors: Reduce vulnerability to climate change-related extreme weather events by creating a resilient transport infrastructure and identifying appropriate adaptation and mitigation measures.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives - Climatic factors
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	+	This is important to understand in relation to pressure on the transport network - increased pressure could mean an increased impact in times of extreme weather, if the transport system cannot cope.
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	+	It is especially important to understand the impacts on areas of deprivation. Car ownership is lower in deprived areas and people are often more reliant on public transport, so it is important that climate change resilient infrastructure is available during times of extreme weather.
		Congestion – what impact will the scheme have on congestion and journey time?	0	
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	++	Early preliminary assessment of accessibility impacts will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Early preliminary assessment of accessibility impacts will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Early preliminary assessment of connectivity impacts will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	++	Work needs to be undertaken with colleagues in the County and District Local Planning Authorities, to ensure that new developments come with a presumption of provision of all necessary services within reasonable walking distance, in order to reduce journey numbers.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0/+	Increased number of people taking up active modes of travel (cycling/walking) due to improved safety/safety perception - this reduces emissions.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Early preliminary assessment of sustainable travel options will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Severance can result in greater reliance on vehicular transport - early preliminary assessment of this will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.
		Environment – what impact will the scheme have on…		
		Biodiversity?	+	Early consideration of the potential for climatic factors to affect local biodiversity and habitat quality will allow resilience to be designed into the scheme.
		Carbon Emissions?	++	Early preliminary assessment of potential carbon emissions will allow sustainable design to be maximised and the least climate-impacting option to be selected.
		Water quality and resources?	0/+	Flooding as a result of extreme weather can affect water quality.
		Natural & Cultural Heritage Landscape & Visual Impact?	0	
		Noise & Tranquility?	0	
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	++	Early preliminary assessment of material assets will allow sustainable design to be maximised and the least climate-impacting option to be selected.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	++	Ensures consideration of potential to use (for example) innovative new technology such as integration of solar panels or micro wind turbines into the design solution.
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	++	Early preliminary assessment of potential air quality impacts will allow sustainable design to be maximised and the least climate-impacting option to be selected.
		Active travel – what impact will the scheme have on promoting active travel?	+	Early preliminary assessment of active travel options will allow sustainable design to be maximised and the least climate-impacting and the most climate-resilient options to be selected.

Population: Promote accessible, integrated and sustainable transport networks that support the needs of the economy and local communities

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives - Population
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	+	Assessment of whether the need for development is in line with economic and community needs.
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	++	Deprived areas are associated with health, environmental and economic inequalities; early preliminary assessment to identify such locations will enable schemes to provide appropriate assistance to the local economy and communities in these areas.
		Congestion – what impact will the scheme have on congestion and journey time?	++	Early preliminary assessment of congestion and journey time will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	Early preliminary assessment of climate resilience will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Early preliminary assessment of accessibility impacts will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	++	Early preliminary assessment of connectivity impacts will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	+	Working with LPA, early preliminary assessment of connectivity impacts will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	+	Early preliminary assessment of safety benefits will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Early preliminary assessment of sustainable travel options will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Townscape and heritage assets can be important for sense of identity and economic income. Assessment of impacts on the historic and built environment will allow for the selection of options best suited to the local economy and community.
		Environment – what impact will the scheme have on...		
		Biodiversity?	+	Rich biodiversity and access to green space is important for physical and mental wellbeing and for recreational purposes. Assessment of impacts on biodiversity will allow for the selection of options best suited to the environment and economy.
		Carbon Emissions?	+	Direct and indirect impact of this on the health of the community .
		Water quality and resources?	+	Water quality is extremely important for communities and good health. Assessment of impact on water quality will allow the options best suited to the local economy and communities to be selected
		Natural & Cultural Heritage Landscape & Visual Impact?	+	Landscape assets can be important for sense of identity and economic income. Assessment of impacts will allow for the selection of options best suited to the local economy and community.
		Noise & Tranquility?	+	Noise can have a significant negative impact on mental health, it is therefore important to identify noise sources and seek to reduce noise impacts to the benefit of the community and the economy .
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	It is important to understand the reduction in fuel demand (due to active travel) and increased revenue from public transport (modal shift from car) - benefiting the public and the economy .
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	+	Use of technology to meet community and economic needs e.g. use of public transport/journey apps .
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Direct impact of this on the health of the community .
		Active travel – what impact will the scheme have on promoting active travel?	+	Early preliminary assessment of active travel options will allow sustainable design to be maximised and the options best suited to the local economy and communities to be selected.

Water: Coordinate across the county in parallel with other planning policy, in order to address water catchment quality and resource issues.				
Plan Outcomes	**Plan Policies**	**Proposed VFM Indicators**	**Effect**	**Assessment vs SEA Objectives – Water**
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	-/+	An understanding of the impact of development on water resource is important. An increasing population means an incease in water demand.
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion can mean reduced vehicle emissions and improved air quality, thereby improving water quality.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	Early preliminary assessment of climate resilience will allow sustainable drainage to be designed and flood risk to be mitigated.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0	
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	0	
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	+	A shift to sustainable modes means there is reduced reliance on fuel and a reduced likelihood of spills which could contaminate water catchment areas.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	Sustainable travel requires less fuel and oil to be transported than in conventional motorised road transport, and its promotion therefore potentially reduces the likelihood of spillage and consequent pollution incidents, with consequent benefits to water quality.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on...		
		Biodiversity?	+	Early preliminary assessment of water catchment issues will allow protection and enhancement of local biodiversity.
		Carbon Emissions?	+	Reduction in carbon emissions to air and knock on impact on water quality.
		Water quality and resources?	++	Ensures early preliminary assessment of potential water quality and resource impacts.
		Natural & Cultural Heritage Landscape & Visual Impact?	+	Early preliminary assessment of water catchment issues will allow protection and enhancement of local biodiversity.
		Noise & Tranquility?	0	
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	Early preliminary assessment of material assets will allow sustainable design to be maximised and the least polluting and water resource intensive option to be selected.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	+	Ensures consideration of potential to use (for example) innovative technology such as Sustainable Urban Drainage Systems (SUDS).
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	Reduced airbourne emissions will reduce the knock on impact on water quality.
		Active travel – what impact will the scheme have on promoting active travel?	+	Active travel does not require fuel or oil to be transported, and its promotion therefore potentially reduces the likelihood of spillage and consequent pollution incidents, with consequent benefits to water quality.

Cultural Heritage: Protect and enhance cultural heritage, and access to areas and features of historic, architectural or archaeological importance.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives – Cultural Heritage
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	+	Congestion during busy periods may deter people from visiting such sites.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	Climate change resilience is important as the transport network provides access to areas and features of historic, architectural or archaeological importance.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Availability of access to cultural heritage resources is as important as their protection - early preliminary assessment will permit this to be taken into account.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Door to door journeys implies improved public transport provision which would assist in access to areas and features of historic, architectural or archaeological importance.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	+	Availability of access to cultural heritage resources is as important as their protection - early preliminary assessment will permit this to be taken into account.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0/+	Enhanced safety means more people likely to travel and visit areas and features of historic, architectural or archaeological importance.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	If a scheme brings about an improvement in sustainable travel accessibility of areas and features of historic, architectural or archaeological importance could be improved.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	++	Ensures early preliminary assessment of potential cultural heritage impacts.
		Environment – what impact will the scheme have on...		
		Biodiversity?	+	Heritage assets may house protected species and therefore enhance biodiversity. Assessing impact on this could reduce negative impacts on biodiversity at areas and features of historic, architectural or archaeological importance.
		Carbon Emissions?	+	Reducing carbon emissions helps to slow down climate change which can have adverse impacts on heritage assets.
		Water quality and resources?	0	
		Natural & Cultural Heritage Landscape & Visual Impact?	+	Landscape and cultural heritage contexts are not easily disentangled, therefore early preliminary assessment of potential landscape-level impacts (natural and archaeological) is vital to allowing mitigation and enhancement of individual features and wider settings.
		Noise & Tranquility?	+	An increase in noise and vibration close to areas and features of historic, architectural or archaeological importance, could reduce the popularity of such sites .
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	Selection of low-carbon materials reducing the knock on impacts of climate change on heritage assets.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	0	
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Poor air quality can negatively affect some building materials, therefore improving air quality can assist in maintaining the built environment.
		Active travel – what impact will the scheme have on promoting active travel?	+	Reducing direct effects of emissions and indirect impact of climate change on assets.

Landscape: Protect and enhance the character and diversity of all landscape assets through planning and policy decisions and ensure development does not decrease visual and recreational amenity.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives – Landscape
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	0	
		Congestion – what impact will the scheme have on congestion and journey time?	+	Identifying impacts on congestion can have a knock on impact on visual and recreational amenity. Reducing congestion is likely to have a positive impact on recreational amenity.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	+	Access to diverse landscapes and recreational amenity is important. Early preliminary assessment of this will enable access to these features to be taken into account.
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Door to door journeys implies increase use of public transport. Increased use of public transport may reduce the requirement for further largescale transport schemes which could have a significant impact on visual and recreational amenity.
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	+	Adequate Masterplanning is essential to defining the vision for an area, and should guide scheme development by proposing land use zoning and overall appearance.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	+	Enhanced safety especially for pedestrians and cyclists could encourage recreation and reduce negative impacts on visual amenity as a result of car use.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	+	Increased use of sustainable transport modes may reduce the requirement for further largescale transport schemes which could have a significant impact on visual and recreational amenity.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	+	Understanding impact on townscape and heritage is important as this has a significant impact on visual and recreational amenity. Early consideration will preserve historic and built environment recreational sites.
		Environment – what impact will the scheme have on...		
		Biodiversity?	+	Early consideration of Landscape Ecology in conjunction with other aspects of landscape and visual impact will allow protection and enhancement of local biodiversity.
		Carbon Emissions?	+	Reducing carbon emissions helps to slow down climate change which can have adverse impacts on landscape assets.
		Water quality and resources?	0	
		Natural & Cultural Heritage Landscape & Visual Impact?	++	Ensures early preliminary assessment of landscape and visual impacts of a scheme.
		Noise & Tranquility?	+	Early assessment is important to safeguard and improve recreational amenity from impacts of noise and vibration as this could deter people from visiting these areas
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	Provenance and species of brought-in planting, whether watering will be required and if so how often, and the permeability of hard surfaces are examples of how the early consideration of material assets in a landscape context can increase the sustainability of scheme design.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	0/+	Could look at this from a sustainable energy point of view - reducing emissions and knock-on impact of climate change
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Reducing emissions helps to preserve biodiversity and slow down climate change which can impact landscape assets.
		Active travel – what impact will the scheme have on promoting active travel?	+	Increased use of active transport modes may reduce the requirement for further largescale transport schemes which could have a significant impact on visual and recreational amenity.

Noise & Tranquility: Seek to reduce noise at source, particularly in existing Noise Important Areas, and to prevent the creation of new Noise Important Areas; protect tranquil areas from impact, including cumulative impact.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives – Noise & Tranquility
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	0	
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	+	Areas of deprivation often coincide with areas of poor environmental quality, therefore schemes in such locations have potential to reduce environmental inequality.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reduced congestion and therefore more free-flowing traffic can be beneficial to noise levels.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	0	
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	+	Increased door to door journeys implies greater use of public transport which could have a positive impact on reducing noise
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	+	Understanding the impacts of accessibility in the context of masterplanning and impact on noise important areas could help to reduce noise impacts
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0/-	Potential disbenefit to safety in using low noise vehicles such as electric cars.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Modal shift away from motorised vehicles reduces noise emissions and therefore can contribute to locally reduced noise levels.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on…		
		Biodiversity?	0	
		Carbon Emissions?	0	
		Water quality and resources?	0	
		Natural & Cultural Heritage Landscape & Visual Impact?	0	
		Noise & Tranquility?	++	Ensures early preliminary assessment of potential noise impacts.
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	+	Construction methods and certain materials may result in increased noise impacts during both construction and operation. It is therefore important to asses these impacts early to mitigate against negative impacts.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	+	Ensures consideration of potential to use (for example) innovative technology such as low noise road surfaces.
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	0	
		Active travel – what impact will the scheme have on promoting active travel?	++	As sustainable travel, above.

Material Assets: Maximise resource efficiency in materials, energy, waste and water use by utilising sustainable construction and procurement methods, and ensuring appropriate ongoing maintenance of assets.

Plan Outcomes	Plan Policies	Proposed VFM Indicators	Effect	Assessment vs SEA Objectives - Material Assets
1. Economic growth & minimised congestion	Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.	Is the scheme directly connected with delivering development?	+	It is important to understand the lifetime requirements of the asset. Assessment at an early stage presents opportunity to identify sustainable solutions.
		Does the scheme have impacts in one of the most deprived Lower Super Output Areas using the Index of Multiple Deprivation?	+	Assessment of the impact of a scheme on deprived areas could represent the opportunity to engage local business and upskill vulnerable groupd/unemployed.
		Congestion – what impact will the scheme have on congestion and journey time?	+	Reducing congestion could be beeficial for prolonging the life of an asset and reducing maintenance costs. Early assessment of this could be beneficial for reducing cost.
		Climate resilience - how will the scheme contribute to improved climate resilience in Kent?	+	The use of sustainable materials, renewables and designing for resilience.
2. Affordable and accessible door-to-door journeys	Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.	Accessibility – what impacts will the scheme have on access to key services (jobs, education, healthcare, etc.)?	0	
		Connectivity – what impact will the scheme have on creating connected door-to-door journeys?	0/+	Provision of public transport for door to door journeys could also maximise resource efficiency eg: green buses
		Local Masterplanning - has accessibility and reduced journey time been designed into the overall plan for the scheme area?	+	Very important that sustainable design and construction is interconnected with local masterplanning to ensure accessibility.
3. Safer travel	Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.	Safety – are there any secondary benefits to safety (road, cycleway, footway)?	0/+	knock on impact of more people using sustainable modes a reduced need for significant schemes and reduction in fuel use.
4. Enhanced environment	Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.	Sustainable travel – what impact will the scheme have on sustainable travel (e.g. modal shift)?	++	Modal shift away from motorised vehicles reduces energy consumption (oil and fuel use) and therefore can contribute to the sustainable use of material assets.
		Townscape and heritage – what impacts will the scheme have on the historic and built environment (including severance)?	0	
		Environment – what impact will the scheme have on...		
		Biodiversity?	0	
		Carbon Emissions?	+	Early preliminary assessment will allow opportunities for carbon emisson reduction to be identified by utilising sustainable construction and procurement methods, and ensuring appropriate ongoing maintenance of assets.
		Water quality and resources?	+	Early preliminary assessment will allow opportunities for reduced water use and more effective water drainage and storage, by utilising sustainable construction and procurement methods, and ensuring appropriate ongoing maintenance of assets.
		Natural & Cultural Heritage Landscape & Visual Impact?	+	It is important to understand the impact of sustainable construction on heritage, landscape and visual assets. Some methods could have increased or reduced permanent or temporary impacts.
		Noise & Tranquility?	+	It is important to understand the impact of sustainable construction on noise and tranquility. Some methods could have increased or reduced permanent or temporary impacts.
		Material assets (i.e. materials, energy, waste & water resource use in construction & maintenance)?	++	Early preliminary assessment will allow maximised resource efficiency in materials, energy, waste and water use by utilising sustainable construction and procurement methods, and ensuring appropriate ongoing maintenance of assets.
		Technology & innovation (i.e. approaches to achieving sustainable outcomes)?	++	Early preliminary assessment will allow innovative approaches to construction and maintenance, such as use of ICT-based Asset Management Systems.
5. Better health and wellbeing	Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.	Air quality – what impact will the scheme have on air quality?	+	Sustainable design and construction should have a positive impact on air quality and early assessment will allow for the identification of methodologies to reduce impact on air quality.
		Active travel – what impact will the scheme have on promoting active travel?	++	As sustainable travel, above.