Wiltshire Local Transport Plan 2011 – 2026

SEA Scoping Report

Wiltshire Council
Where everybody matters

Non-technical summary

Local Transport Plans and Strategic Environmental Assessment

The third Wiltshire Local Transport Plan (LTP3) 2011-2026 is the document that will set out the council's approach to tackling the current problems and future challenges of the transport system in Wiltshire.

LTPs have been deemed by government to automatically require a Strategic Environmental Assessment (SEA) and to comply with this requirement Wiltshire Council is undertaking a SEA alongside the production of LTP3. The SEA process is a systematic way to examine the likely effects of a plan on environmental, social and economic objectives.

The Transport Act 2000 requires most local transport authorities in England to produce and maintain a Local Transport Plan (LTP). LTPs set out the authority's local transport strategies, policies and implementation programme.

The Local Transport Act 2008 sets out the requirements for LTP3s and makes it clear that local transport authorities will be responsible to their communities for the quality and delivery of their respective LTP3s.

The Scoping Report

This report is a non-mandatory scoping report and has been produced to provide a wide range of consultees information during the early stages in the SEA process.

This Scoping Report has been guided by:

- 'Strategic Environmental Assessment for Transport Plans and Programmes', Transport Analysis Guidance Unit 2.11 'in draft' Guidance (DfT, April 2009)

- A Practical Guide to the Strategic Environmental Assessment Directive (ODPM, 2005)

The SEA process

The SEA process is an iterative process informing each stage of the LTP3 development. The ultimate aim of the SEA is to decide which impacts are likely to be significant and therefore, what the assessment should concentrate on. This has been achieved by the selection of SEA objectives and indicators (see Table NTS 1.1), which will be used to measure the impact of the plan.

Stage A: The Scoping Report (this stage)

The purpose of this stage is to compile the background information needed for the SEA and at what level of detail. Information will collected on environmental and social conditions in Wiltshire and how these are likely to change and how transport can help to achieve the targets and strategies of other plans and programme.

The SEA scoping process provides a selection of SEA objectives, which will be used as criteria which LTP3 will be assessed against.

The information contained within this report has, where possible, been aligned with the Local Development Framework Sustainability Appraisal draft Scoping Report. This is particularly relevant for the baseline information where there is a distinct cross-over.

Stage B: Developing and refining alternatives and assessing effects

SEA governing regulations require that each responsible authority confirms the scope of the Environmental Report and what alternatives and types of effect to assess. In conducting a SEA, responsible authorities must appraise the likely significant environmental effects of implementing the LTP and any reasonable alternatives (options). The results of the assessment of alternatives will help in the selection of the preferred 'options' for the strategy and could also help in determining the priorities for delivery of these options.

Stage C: Preparing the Environmental Report and consultation

The main output of the SEA process is the Environmental Report which will be available for consultation along with the draft LTP3. The report presents information on the effects of the draft LTP3.

Stage D: Production of the SEA Statement

Following adoption of the LTP3, and in order to satisfy the SEA Directive, a SEA Statement will be produced which states how the findings from the SEA and consultation results have been taken into account. This SEA Statement should be made available to stakeholders.

Stage E: Monitoring of SEA

The SEA Directive specifically requires monitoring of the significant environmental effects of the LTP. A monitoring system will be designed which will monitor the significant effects.

SEA objectives

The ultimate aim of the SEA is to decide which impacts are likely to be significant and therefore what assessment should concentrate on. This has been achieved through the selection of SEA objectives and indicators which will be used to measure the impact of the plan. Table NTS 1.1 sets out the SEA objectives developed for LTP3.

Table NTS 1.1 SEA objectives and potential indicators

LTP SEA objective	Decision making criteria	Potential indicators
Biodiversity		
To protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.	• Will it include actions that cause changes in habitat fragmentation or habitat loss? • Will it include actions that affect an area in a way that could have long term effects in relation to species lifestyles or irreversible affects where there are no known mitigation techniques? • Will it include actions that help reach targets or compromise targets of the local BAPs? • Will it include actions that affect Natura 2000 sites, SSSIs or other designated sites?	• Condition of SSSIs • National Indicator (NI) 197: Improved local biodiversity, proportion of local sites where positive conservation management has been or is being implemented.
Land, soil and water resources		
To reduce soil contamination and safeguard soil quality and quantity and minimise the impact of the transport system on water resources.	• Will it cause changes in existing soil erosion problems, including the effects of road maintenance? • Will it cause the loss or pollution of soils and watercourses which support valued habitats and species?	• River quality
Ensure that Greenfield sites and quality agricultural land is avoided.	• Will it reduce the need to develop areas of agricultural land and Greenfield sites?	
Air quality and environmental pollution		
To reduce the negative impacts of the transportation system on air quality.	• Will it cause any changes in traffic that affect an air quality management area? • Will it affect areas which are likely to experience a 10 per cent change in traffic flow/nature? • Will it cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?	• NI 194: Air quality - % reduction in NOx and Primary PM 10 emissions through local authority's estate and operations.
Climatic factors		
To reduce the contribution of the transport system to CO_2 emissions.	• Will it cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO_2 which would assist in meeting the target of reducing the amount of carbon dioxide produced?	• NI 185: CO_2 from local authority operations. • NI 186: Per capita CO_2 emissions in the local authority area. • NI 188: Planning to adapt to climate change.
To conserve and enhance archaeological sites and features.	• Will it reduce the unavoidable effects of climate change?	

LTP SEA objective	Decision making criteria	Potential indicators
Historic environment		
To conserve and enhance features and areas of historical and cultural value.	• Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure?	• Number of listed buildings lost through transport development.
To conserve and enhance archaeological sites and features.	• Will it cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	
Landscapes (and townscapes)		
To protect and enhance the quality of Wiltshire's landscapes.	• Will it cause changes in traffic flows and the nature of traffic in areas valued for their landscape character? • Will it include the introduction of traffic to tranquil areas?	
To help reduce the impact of transport and improve the quality of urban and rural centres.	• Will it reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres. • Will it cause changes that reduce the impact of transport on the townscape, which many include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns.	
Population		
To provide everyone with the opportunity to access key services.	•Will it improve provision of public and community transport that make key services more accessible? • Will it improve access for certain equality groups (race, gender, disability, age, religion and sexual orientation) and contribute to the DfT goal of promoting greater equality of opportunity for all citizens. This includes changes to physical infrastructures and services.	• NI 175: Access to services and facilities by public transport, cycling and walking. • NI 198: Children travelling to school - mode of transport usually used.
Healthy communities		
To reduce the need/desire to travel by car and encourage physical modes of transport.	• Will it lead to an increase in walking and cycling numbers?	• Accessibility to GP surgery • NI 8: Adult activity rates • NI 56: Obesity in primary school age children in Year 6. • NI 120: All age all cause mortality rates • NI 121: Mortality rates from all circulatory disease at ages under 75. • NI 137: Healthy life expectancy at age 65
To reduce the noise impact of the transport system.	• Will it reduce the amount of traffic in tranquil areas? • Will it affect sensitive receptors within 200m of a noise change? • Will it affect areas adjacent to habitats where sensitive species breed? • Will it affect areas where noise is likely to change in nature as a result of an increase in HGVs or change to the time of traffic?	

LTP SEA objective	Decision making criteria	Potential indicators
To reduce the adverse effects of transport on safety.	• Will it lead to a decrease in traffic accidents/accident severity and help meet KSI targets?	• NI 47: People killed or seriously injured in road traffic accidents • NI 48: Children killed or seriously injured in road traffic accidents
Inclusive communities		
To increase accessibility to key services, facilities, and retail without the need for a car.	• Will it provide opportunities to travel without the need for a car?	• NI 175: Access to services and facilities by public transport, walking and cycling. • NI 176: Working people with access to employment by public transport (and other specified modes) • NI 178: Bus services running on time
To ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.	• Will it lead to alternatives ways of travel to employment hubs?	
To reduce the community severance effects of transport.	• Will it result in a reduction in community severance (i.e improved crossing facilities, reduced traffic speeds and reduced traffic levels)?	
Transport		
To reduce the need to travel, and promote sustainable travel modes of transport.	• Will it increase the range, availability and affordability of sustainable travel choices (i.e public transport, walking, cycling)?	• Number of households with 2 or more cars • Train ticket sales • Number of bus stops • Number of received travel plans • NI 167: congestion - average journey time per mile during the morning peak
Economy and enterprise		
To help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	• Will it help to manage routes effectively in order to maintain journey times?	
To Invest in transport improvements that help the economy of Wiltshire.	• Will it include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP? • Include areas where tourism has a foothold?	
To reduce the impact of road freight on communities.	• Will it include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP? • Will it include areas where tourism has a foothold?	

Consultation

This Scoping Report was put out to consultation in December 2009 and January 2010. The three statutory environmental bodies of Natural England, English Heritage and the Environment Agency, along with other nominated bodies were invited to make comments and provide feedback on the content and quality of the scoping. The responses have been collated and where necessary the appropriate changes have been made.

1 Introduction

The Wiltshire Local Transport Plan

1.1   The third Wiltshire Local Transport Plan (LTP3) 2011-2026 is the document that will set out the council's approach to tackling the current problems and future challenges of the transport system in Wiltshire. The LTP3 sets out the strategy, vision and implementation programme for all forms of transport, and is designed to meet national, regional and local priorities.

1.2   In accordance with the Department for Transport's (DfT's) guidance, LTP3 has to be submitted to government by the end of March 2011. The LTP3 is being prepared by the Sustainable Transport Team at Wiltshire Council, and will be informed by an extensive consultation process involving a wide variety of stakeholders within the local community. A draft LTP3 is due to be produced and consulted on in the summer/autumn of 2010.

Strategic Environmental Assessment

1.3   European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the Strategic Environmental Assessment (SEA) Directive) was transposed into English Law in July 2004 through SEA regulations. The SEA process extends the assessment of environmental impacts from individual development projects to the broader perspective of regional, county and local level plans. It is a systematic process that assists authorities in the identification and assessment of the significant environmental impacts of a plan.

1.4   Wiltshire Council is conducting the SEA alongside the process of developing and publishing its LTP3. The main stages of the SEA are:

- the production of a Scoping Report so that the Statutory Environmental Bodies and other key stakeholders can be given an opportunity to comment on the scope of the assessment process;

- the production of an Environmental Report identifying the likely significant environmental effects of the draft plan;

- the carrying out of consultation on the draft LTP3 and the accompanying Environmental Report;

- taking into account the Environmental Report and the results of consultation in decision-making; and

- providing information when the plan is adopted and showing how the results of the SEA and consultation have been taken into account.

1.5   Although scoping reports are a not mandatory requirement, they serve as a useful tool to facilitate discussion and consultation with stakeholders. The stages of the SEA are defined in more detail in Table 1.1. The SEA regulations identify statutory consultation bodies which must be consulted on the scope and level of detail of the information to be included in the Environmental Report. In addition to these four bodies, this Scoping Report was been sent to a number non-statutory consultees to ensure that a wide range of views were taken on board in determining the scope of the assessment processes. The Environmental Report will be published with the draft LTP3 and will provide information on the significant environmental impacts of alternative strategies.

Table 1.1 SEA stages and purposes

SEA stages and tasks	Purpose
Stage A: Setting the contexts and objectives, establishing the baseline and deciding on the scope	
Identifying other relevant plans, programmes and environmental protection objectives	To establish how the plan is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help to identify SEA objectives. **See Task A1**
Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA objectives. **See Task A2**
Identifying environmental problems	To help focus the SEA and streamline the subsequent stages, including baseline analysis, setting of the SEA objectives, prediction of effects and monitoring. **See Task A3**
Developing SEA objectives	To provide a means by which the environmental performance of the plan and alternatives can be assessed. **See Task A4**
Consulting on the scope of SEA	To ensure that the SEA covers the likely significant environmental effects of the plan. **See Task A5**
Stage B: Developing and refining alternatives and assessing effects	
Testing the plan or programme objectives against SEA objectives	To identify potential synergies or inconsistencies between the objectives of the plan and the SEA objectives in developing alternatives.
Developing strategic alternatives	To develop and refine strategic alternatives.
Predicting the effects of the plan, including alternatives	To predict the significant environmental effects of the plan and its alternatives and assist in the refinement of the plan.
Evaluating the effects of the plan, including alternatives	To evaluate the predicted efforts of the plan and its alternatives and assist in the refinement of the plan.
Mitigating adverse effects	To ensure that adverse effects are identified and potential mitigation measures are considered.
Proposing measures to monitor the environmental effects of plan implementation	To detail the means by which environmental performance of the plan can be assessed.
Stage C: Preparing the Environmental Report	
Preparing the Environmental Report	To present the predicted environmental effects of the plan, including alternatives, in a form suitable for public consultation and use by decision makers.
Stage D: Consulting on the draft plan and the Environmental Report	
Consulting the public and consultation bodies on the draft plan or programme and the Environmental Report	To give the public and the consultation bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan.
Assessing significant changes	To ensure that the environmental implications of any significant changes to the draft plan at this stage are assessed and taken into account.
Making decisions and providing information	To provide information on how the Environmental Report and consultees' opinions were taken into account in deciding the final form of the plan to be adopted.
Stage E: Monitor the significant effects of implementing the plan	
Develop aims and methods for monitoring	To track the environmental effects of the plan to show whether they are as predicted; to help identify adverse effects.
Responding to adverse effects	To prepare for appropriate responses where adverse effects are iden

Habitats Regulation Assessment

1.6   Another requirement placed on authorities is to undertake a Habitats Regulations Assessment (HRA) which incorporates Appropriate Assessment (AA) in accordance with Article 6 (3) of the Habitats Directive (92/43/EC) "on the conservation of natural habitats and wild fauna and flora"; known as the Habitats Directive.

1.7   The HRA concerns Natura 2000 sites, which are areas protected for their conservation value. These areas consist of Special Protection Areas (SPAs), which are designated as sites important for birds; Special Areas of Conservation (SACs), which are sites designated to protect important habitats, relating to plants and non-avian species; and Ramsar sites, which are globally protected wetlands.

1.8   Ideally, the HRA work should be conducted alongside the SEA process to ensure the processes inform each other. ENVIRON UK Ltd, will be undertaking the preparation and production of a HRA report.

Equalities impact assessment

1.9   Local authorities have an obligation under the race, disability and gender legislation to carry out an Equality Impact Assessment (EqIA) for LTP3. The EqIA process is designed to look at the impacts of the emerging LTP3 in the context of the local, national, and global environment, economy and society. In doing so, the final LTP3 should be one which fulfils Wiltshire's corporate and statutory duties on equality and diversity, and offers the opportunity for stakeholders and consultees to contribute to the policy before it is adopted. The process ensures that the LTP3 complies with other relevant plans and policies and evaluates the LTP3 against equality issues.

SEA methodology

1.10   The SEA is being carried out by the Sustainable Transport Team at Wiltshire Council. Specialist consultants ENVIRON UK Ltd are assisting the council in this process and acting as a 'critical friend' to ensure that the SEA outputs are in accordance with statutory and guidance requirements.

1.11   As per the Department for Transport's (DfTs) draft 'Strategic Environmental Assessment for Transport Plans and Programmes', Transport Analysis Guidance Unit 2.11D, January 2010, Stage A of the SEA process consists of five mains tasks which are labelled as Task A1 to A5. These are:

- **Task A1**: Identifying other relevant plans, programmes and environmental protection objectives.

- **Task A2**: Collecting baseline information.

- **Task A3**: Identifying environmental problems.

- **Task A4**: Developing SEA objectives.

- **Task A5**: Consulting on the scope of the SEA.

Scoping stage 1 - environmental and planning context

1.12 This stage involves:

- examining the relationship of the LTP3 with other plans and programmes to ensure that environmental objectives within these plans are identified and that potential conflicts are identified early so that they can be addressed within the plan making process

- assembling data on the current and future state of the environmental (baseline) related to all environmental topics which may be affected by the plan

- identifying present and future environmental problems and opportunities to help ensure that the LTP3 addresses these issues where possible or at least does not contribute to making these problems worse.

Scoping stage 2 - alternative strategies

1.13 This stage involves identifying the potential significant environmental effects of the LTP3 and alternative strategies.

1.14 The scoping stage of the SEA should identify appropriate strategic alternative approaches for the LTP3 including a do minimum scenario (see Table 1.3 below). These approaches are based on some or all of the general characteristics in Table 1.2.

Table 1.2 General characteristics of LTP3 options

Conventional approach	Balanced approach	Radical approach
Traditional		New/Innovative
Non-controversial		Controversial
Economy focused		Climate change focused
Largely popular	A mixture of/middle ground between the approaches	Largely unpopular
Car friendly		Reduced car use
Engineering focused		Behaviour focused
Mobility centric		Accessibility centric
Limited support for sustainable modes		Prioritise sustainable modes
Segregated		Integrated (mode and policy)

Table 1.3 Strategic alternative approaches for LTP3

NO LTP3 (Do nothing option)	Conventional approach	Balanced approach	Radical approach
Statutory duties: • home to school travel; • concessionary fares; • Disability Discrimination Act measures; • Rural bus subsidy grant; • social services responsibilities; • fulfil maintenance duties - highway; • fulfil maintenance duties – street lighting; • promotion of road safety and measures to improve road safety and prevent accidents; • accident investigations; • fulfil air quality management area duties; • duty under Transport Act 1985 to support non-commercial public transport services; • duty to maintain and strengthen bridges to meet EU requirements; • duty under Transport Act 2000 to ensure suitable	**Cycling:** • where there is local support, provide high quality cycling routes in the SSCTs and market towns, and where appropriate, support links elsewhere in the county; • provide adequate cycle parking on an ad-hoc basis and require standard levels of high quality parking in all new developments. **Freight:** • work with hauliers and businesses to achieve shared deliveries on an ad-hoc and voluntary basis; • develop an advisory freight network based on national, regional and county routes; • implement ad-hoc freight management measures; • disseminate Wiltshire specific freight information predominately through paper-based and limited web-based measures; • maintain a minimum standard of lorry parking facilities; • implement a freight interchange facility at Westbury. **Maintenance:** • maintain roads to a minimum safety standard; • manage the existing rights of way network in accordance with current statutory responsibilities; • implement weight restrictions on all sub-standard bridges to maintain and extend their working life.	**Cycling:** • provide a high quality network of cycling routes in the SSCTs and market towns, and where appropriate, provide links to national routes; • provide high quality cycle parking at key destinations and transport interchanges and require adequate levels of high quality parking in all new developments with higher levels in the market towns. **Freight:** • implement a break bulk facility at one SSCT; • develop an advisory freight network based on national, regional and county routes with local routes to settlement centres and business/industrial estates; • implement freight management measures that are consistent with the outputs of the Freight Assessment and Priority Mechanism (FAPM); • disseminate Wiltshire specific freight information through a package of paper-based, web-based and signing measures; • maintain a high standard of lorry parking facilities; • implement freight interchange facilities at all the SSCTs and Westbury. **Maintenance:** • improve and maintain roads to an adequate standard based on their functional importance; • manage the existing rights of way network on a prioritised hierarchical basis according to known and expected levels of use and demand; • reconstruction and strengthening of sub-standard bridges for weight reasons, using efficient, effective and economic processes and materials. Where the opportunity arises, implement improvements that encourage the use of sustainable transport modes and improves the natural environment.	**Cycling:** • provide a high quality network of cycling routes in and between the SSCTs and market towns, and where appropriate, provide links to national routes; • provide high quality cycle parking at all key destinations, transport interchanges (including rural bus stops) and require high levels of high quality parking in all new developments. **Freight:** • implement a break bulk facility at each SSCT; • develop an advisory freight network based on regionally consistent routes with local routes to local centres and business/industrial estates. Support the network with appropriate parking and rest facilities; • implement countywide freight management measures based on an agreed and structured plan; • disseminate Wiltshire specific freight information through an extensive package of paper-based, web-based, signing and point of interest/Sat-Nav measures; • maintain a high standard of lorry parking facilities and implement a new lorry parking facility in south Wiltshire; • implement freight interchange facilities at all the SSCTs and relevant market towns. **Maintenance:** • implement a PFI scheme to improve and maintain roads to a high and resilient standard; • manage and rationalise the rights of way network to meet the needs of all users and maintain to current national trails standards; • reconstruction and strengthening of all sub-standard bridges for weight, height, width and climate adaptation reasons using appropriately sensitive materials. Where practical, implement improvements that encourage the use of sustainable transport modes and improves the natural environment.

NO LTP3 (Do nothing option)	Conventional approach	Balanced approach	Radical approach
provision of public transport information; • provision and enforcement of on and off street parking; and • duties under the Traffic Management Act 2004 including network management duty. Assumption that adopted plans and programmes will be delivered as planned: • implementation of policies and major developments in adopted plans (eg district local plans); • Highways Agency schemes on the government's targeted programme of improvements; and • plans of other transport agencies/operators not reliant on LTP funding. Continuation of non-time limited LTP2 strategies	**Major schemes:** • implement selective road improvements to key routes on the council's highway network. **Network management:** • ease congestion at significant 'hot spots' and maintain journey time reliability on key routes; • set-up a Wiltshire traffic control centre to monitor traffic on key routes; • establish a road a user hierarchy based on current road classifications. **Road safety:** • deliver road safety education, training and publicity to schools and other specific target groups; • develop a school travel plan for every school in Wiltshire; • implement local safety schemes at locations with a KSI/slight injury accident record. **Smarter choices:** • use the planning system to develop and monitor mandatory residential and business travel plans. Require appropriate contributions to support sustainable transport measures; • undertake a range of targeted 'smarter choices' promotions.	**Major schemes:** • implement sustainable major transport schemes in all the SSCTs. **Network management:** • ease congestion 'hot spots', particularly where they impact on the running of bus services, and improve journey time reliability on key routes; • set-up a Wiltshire traffic control centre to monitor traffic on key routes with intelligent transport systems in the SSCTs; • establish a road and user hierarchy based on the local and activities on different roads. **Road safety:** • deliver an innovative road safety education, training and publicity programme to a wide range of target groups based on casualty statistics; • develop and monitor a school travel plan for every school in Wiltshire and encourage links with the 'healthy schools' agenda; • implement local safety schemes at locations with a KSI/slight injury accident record and/or a measured speeding problem. **Smarter choices:** • use the planning system to develop, monitor and enforce mandatory residential and business travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures; • introduce limited 'smarter choices' measures in appropriate new developments and in the SSCTs, and undertake a range of targeted 'smarter choices' promotions.	**Major schemes:** • implement sustainable major transport schemes in all the SSCTs and market towns. **Network management:** • ease congestion 'hot spots', particularly where they impact on the running of bus services, and improve journey time reliability on group 1 routes; • set-up a Wiltshire traffic control centre to monitor traffic on key routes with intelligent transport systems in the SSCTs and market towns; • establish a road and user hierarchy based on the location and activities on different sections of roads. **Road Safety:** • Deliver a proactive, fully evidence-based innovative road safety, training and publicity service to a wide range of target groups; • Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the 'sustainable schools' agenda; • implement local safety schemes which focus on addressing perceived safety concerns. **Smarter choices:** • use the planning system to develop and monitor mandatory residential and business travel plans, and robustly promote the use of voluntary agreements to develop and monitor travel plans with organisations generally. Require appropriate contributions to support sustainable transport measures; • introduce wide-ranging 'smarter choices' measures in appropriate new developments and in the SSCTs and market towns, and undertake an extensive range of countywide 'smarter choices'

NO LTP3 (Do nothing option)	Conventional approach	Balanced approach	Radical approach
(however, it is assumed that no further funding would be forthcoming from LTP3).	**Walking:** • maintain the existing footway network to basic standards with additional routes added from/to new developments.	**Walking:** • maintain the existing footway network to basic standards with additional high quality routes added from/to new developments, and enhance footways in town centres.	**Walking:** • maintain and provide a high quality footway network in and between significant trip origins and destinations.

2 Task A1: Relationship with other relevant plans, programmes and environmental objectives

Task A1: Relationship with other relevant plans, programmes and environmental objectives

2.1   There are several plans and policies that set the context for transport, some directly and some indirectly. These include the national transport goals, the Sustainable Community Strategy and the Local Area Agreement. It is the purpose and aim of LTP3 to help to deliver the goals and aspirations of these strategies. As well as these key documents, international and national legislation and the plans and policies of other organisations can influence how LTP3 should be developed. A summary of these key documents included below.

National transport goals

2.2   The DfT's 'Guidance on Local Transport Plans' (July, 2009) outlines the five overarching national transport goals:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks

- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change

- To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health

- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society

- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

Creating Growth, Cutting Carbon

2.3   The White Paper 'Creating Growth, Cutting Carbon': Making Sustainable Local Transport Happen sets outs the government's vision ..."for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities".

2.4   The two key themes of the White Paper:

- Offering people sustainable transport choices, particularly for shorter journeys, that will stimulate behavioural change

- Demonstrating how localism and big society can work for transport

Sustainable Community Strategy and Local Area Agreement

2.5   The government sees the community strategy as the "strategy of strategies" for an area. Wiltshire's vision is for 'strong and sustainable communities in Wiltshire' and it suggests that strong and sustainable communities are communities where current life styles do not threaten future ones. In these communities, people and businesses will:

- actively minimise their household and commercial waste

- make travel decisions which minimise CO_2 emissions, and the need to travel

- make purchasing decisions that reflect the actual human and environmental costs of purchasing, using, and eventually disposing of goods and products, including purchasing local goods and services where this makes sense

- adopt sustainable construction standards for new buildings, and to seek to improve the energy efficiency of existing buildings

- protect and enhance land that has a high environmental or wildlife value

- use water, and energy, wisely and sparingly.

2.6   The transport aspects of Wiltshire life that is not currently sustainable include:

- financial pressures to reduce rail service, despite increased usage

- projected increases in out-commuting

- social trends making it more difficult to find volunteers to maintain and expand community and voluntary transport service

- lack of resources to significantly invest in sustainable transport solutions, and little evidence of the widespread acceptance of the need for behaviour change in the way Wiltshire people travel

- bus services operating costs are increasing significantly, and this may lead to reductions in service and higher fares on both subsidised and commercial services

- increased access issues, and the associated need to travel , due to closures of village shops and post offices, and community hospitals

- the increased pressure imposed on existing transport infrastructure by population growth and new development

- the increasing and more widespread impact of heavy goods vehicles partly as a result of the greater use of satellite navigation systems.

2.7   The Local Area Agreement (LAA) is the key delivery plan for the Sustainable Community Strategy. It sets out the governments and partner's priorities for Wiltshire and what will be tackled first. Success will be gauged by measuring success against 28 indicators.

Other plans and programmes

2.8   One of the requirements of the SEA process is to consider and take account of any other policies, plans, programmes and environmental objectives which may be relevant to LTP3. This is a key element of the SEA process, since it ensures the work is consistent with up-to-date policy, is informed by reliable information whilst at the same time identifying environmental issues.

2.9   The SEA Directive specifically requires environmental protection objectives established at international, European Community or national levels to be taken into account during the development of the LTP.

2.10   LTP3 will be influenced by other external environmental objectives such as those laid out in policies and legislation. These relationships will be acknowledged to enable potential synergies to be identified and exploited.

2.11   A comprehensive review has been undertaken of the other relevant documents and these are listed in Tables 2.1 and 2.2-2.5

Table 2.1 Documents reviewed

International
Kyoto Protocol on Climate Change (1992)
The Road to Copenhagen (2009)
The Johannesburg Declaration of Sustainable Development 2002
European Commission White Paper on the European Transport Policy (2001)
The Convention on Biological Diversity, Rio de Janeiro (1992)
The European Landscape Convention (2004)
EU Habitats Directive (Directive 92/43/EC)
The EC Directive on the Conservation of Wild Birds (79/409/EEC)
Air Quality Framework Directive (96/62/EC)
National
Delivering a Sustainable Transport System (2008)
The Future for Transport: A Network for 2030 (2004)
Securing the Future: delivering UK sustainable development strategy (2005)
The Historic Environment: A Force for our Future
Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Working Together for Clean Air (2007)
UK Biodiversity Action Plan
Working with the grain of nature: A Biodiversity Strategy for England (2002)
UK Climate Change Act (2009)
Low Carbon Transport: A Greener Future (2009
Renewable Energy Strategy (2009)

The Stern Review of the Economics of Climate Change (2007)
Countryside and Rights of Way Act (2000)
Wildlife and Countryside Act (1981)
National Parks and Access to the Countryside Act (1949) & Environment Act 1995
Natural Environment and Rural Communities Act 2006
Planning and Climate Change – Supplement to PPS1
PPS5- Planning for the Historic Environment
PPS7 – Sustainable Development in Rural Areas
PPS 9 – Biodiversity and Geological Conservation
PPG17 – Planning for Open Space, Sport and Recreation
PPG24 – Planning and Noise
Regional
A Sustainable Future for the South West (2002)
Just Connect – an Integrated Regional Strategy for the South West (2004-2026)
Strategy for the Historic Environment (HE) in the South West (English Heritage, 2004)
Our Environment: Our Future: Regional Strategy for the South West Environment 2004-2014
Sustainable Communities in the South West – Building for the Future (2003)
South West Climate Change Action Plan 2008-2010
South West River Basin Management Plan (2009)
Local
Wiltshire and Swindon Structure Plan 2016   (To be replaced with South West Regional Spatial Strategy and the Wiltshire Core Strategy)
Wiltshire and Swindon Minerals Local Plan 2001 (To be replaced by polices in the Minerals and Waste Development Plan Documents)
Wiltshire and Swindon Waste Local Plan 2011
Swindon Borough Local Plan 2011
Cotswold AONB Management Plan (2008-2013)
North Wessex Downs AONB Management Plan (2004-2009)
Cranborne Chase and West Wiltshire Downs AONB Management Plan (2009-2014)
New Forest National Park Management Plan (2010)
New Forest National Park Core Strategy - submitted Feb 2010
Stonehenge World Heritage Site Management Plan (2009)

Avebury World Heritage Site Management Plan
Wiltshire Biodiversity Action plan
Swindon Biodiversity Action Plan
West Wiltshire and Salisbury Air Quality Action Plan 2005
Swindon Borough Council LTP
West of England Partnership LTP
Dorset County Council LTP
Hampshire County Council LTP
West Berkshire Council LTP
Gloucestershire County Council LTP

Table 2.2 Review of international plans and programmes

International plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Kyoto Protocol on Climate Change (1992) The Road to Copenhagen (UK, 2009)	Under Kyoto, the UK has a legal requirement to reduce emissions by 12.5% below 1990 levels by the year 2012. The Road to Copenhagen hopes to build on the Kyoto commitments by working with EU partners at negotiations in Copenhagen in December 2009.	Ensure all reasonable opportunities are taken forward to encourage development which is energy efficient and reduces reliance on private cars and reduces kms travelled. LTP3 should place priority on reducing the need to travel and developing alternatives means of transport.
The Johannesburg Declaration of Sustainable Development (2002)	To strengthen and improve governance at all levels for the effective implementation of Agenda 21.	Support the sustainability aims of Agenda 21 at the local level and reflect the principles of sustainable development at a local level.
European Commission White Paper on the European Transport Policy (2001)	Key measures include: • Revitalising the railways • Improving quality in road sector transport • Improving road safety • Developing high quality urban transport. • Developing medium and long term environmental objectives for a sustainable transport system.	LTP will consider how the measures could be addressed and the SEA will consider the environmental effects of such measures.
The Convention on Biological Diversity, Rio de Janeiro (1992)	The main driver of the SEA Directive Article 6A of the Convention requires each contracting party to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity. To achieve by 2010 a significant reduction of the current rate of biodiversity loss at the global, regional and national level as a contribution to poverty alleviation and to the benefit of all life on earth.	LTP will be consistent with the objectives of national conservation strategies and their local implementation mechanisms, e.g. the national and Wiltshire biodiversity action plans. The SEA will include biodiversity objectives which seek to protect and enhance habitats and species at all levels. It will take a holistic approach when considering ecosystems rather than focusing on 'islands' of protected sites and species.
The European Landscape Convention (2004)	The first international treaty to be exclusively concerned with the protection, management and planning of European landscapes. General measures : • Recognition of landscapes in law as an essential component of people's surroundings, an	The SEA includes objectives which take into consideration the effect of transport on the landscape and the wider implications.

International plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity. • Establishment and implementation of landscape policies aimed at landscape protection, management and planning. • Establishment of procedures for participation by the general public, local and regional authorities and other parties with an interest in the definition and implementation of landscape priorities. • Integration of landscape into regional and town planning policies, and its cultural, environmental, agricultural, social and economic policies, as well as in any other policies with possible direct or indirect impact on landscapes.	
EU Habitats Directive (Directive 92/43/EC)	Maintain or restore in a favourable condition designated natural habit types and habitats of designated species listed in Annexes I and II respectively of the Directive. If a project compromising one of these habitats must proceed in spite of negative conservation impacts due to it being in the public interest, compensatory measures must be provided for.	The SEA will screen for any appropriate assessment required. Its objectives should include awareness of 'favourable' conservation status of species by improving existing conditions linked to Wiltshire's highways. Requires compensatory measures for negative conservation impacts if development has to proceed on the grounds of human health and safety. This should be reflected in the mitigation strategies. Mitigation should be pro-active through site selection, alternatives and timing.
The EC Directive on the Conservation of Wild Birds (79/409/EEC)	Imposes duty on member states to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels.	The SEA will consider the effects of LTP3 on European protected bird species as part of the scoping process (if the relevant data is available). Regard will be given to avoiding habitat loss from new and existing operations and other factors such as interruption to migratory routes.
Air Quality Framework Directive (96/62/EC)	Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended particulates and lead in air.	The location of new developments should take into account any emissions caused by transportation. The SEA will include objectives to improve air quality.

International plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Convention Concerning the Protection of the World Cultural and Natural Heritage UNESCO 1972	The UK as a signatory to the Convention Concerning the Protection of the World Cultural and Natural Heritage (UNESCO, 1972 obliged to protect and conserve the site and ensure its outstanding universal value (OUV) is appropriately presented and transmitted to future generations.	LTP will be consistent with the aims of the convention and transport and traffic management objectives set out in the 2 World Heritage Site Management Plans (Stonehenge (2009) and Avebury (2005))

Table 2.3 Review of national plans and programmes

National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Guidance on Local Transport Plans (2009)	Statutory guidance to support local transport authorities in producing their local transport plans. Lays down the strategic policy framework for LTP's using the five national transport goals: • Support economic growth • Reduce carbon emissions • Promote equality of opportunity • Contribute to better safety, security and health • Improve quality of life and a healthy natural environment	Ensure that the national transport goals are included as key guiding principles of LTP3. The SEA should help plan makers to assess whether the LTP is helping to meet these goals.
Creating Growth, Cutting Carbon (2010)	Two key themes: • Offering people sustainable transport choices that will stimulate behaviour change • Demonstrating how localism and big society can work for transport	Opportunities to encourage sustainable local travel and economic growth by making public transport, cycling and walking more attractive and effective.
The Future for Transport: A Network for 2030 (2004)	Four central themes: • Sustained investment (over the longer term) • Improvements in transport management • Better traffic management • Planning ahead	Themes will be considered in development of LTP3.

National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Securing the Future: delivering UK sustainable development strategy (2005)	Five guiding principles: • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibility.	LTP3 to consider principles of the strategy.
The Historic Environment: A Force for our Future	The historic environment should be protected and sustained for the benefit of our own and future generations.	LTP3 could influence the historic environment in several ways, including impacts upon townscape, historic structures and features. The SEA will include objectives: • which seek to conserve and enhance features and areas of historical and cultural value; and • which help to reduce the impact of transport and improve the quality of urban and rural centres.
Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Working Together for Clean Air (2007)	Overview and outline of UK government ambient (outdoor) air quality policy.	Transport is a major contributor to air quality in Wiltshire. The SEA will include objectives for improving air quality.
UK Biodiversity Action Plan	To conserve and enhance biological diversity within the UK and to contribute to the conservation of biodiversity through all appropriate mechanisms.	There are opportunities to contribute to the creation of and maintenance of BAP habitats and conservation of species within the highway network of Wiltshire. The SEA will include objectives which seek to protect and enhance biodiversity and avoid irreversible losses of habitats and species at all levels.
Working with the grain of nature: A Biodiversity Strategy for England (2002)	The strategy seeks to ensure biodiversity considerations become embedded in all main sectors of public policy and sets out a series of actions that will be taken by government to make biodiversity a fundamental consideration in these areas: agriculture, water, woodland, marine and urban areas.	The SEA will integrate biodiversity into LTP3 activity by highlighting the interaction between wildlife and transport, and will take account of objectives stated in national and local BAPs.

National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
UK Climate Change Act (2008)	Main objective is to cut emissions by 80% by 2050, and reductions of at least 26% by 2020, against a 1990 baseline.	Carbon Dioxide (CO2) is one emission contributing to greenhouse gases emitted from vehicle exhausts. LTP3 will seek to reduce emissions and provide support for electric vehicles.

The SEA will include objectives to reduce the contribution of the transport system to CO2 emissions. |
Low Carbon Transport: A Greener Future (2009)	Reiterates the 10% target in UK Renewable Energy Strategy. National transport measures will need to contribute to a reduction of 17.7 million tonnes of CO2 in 2020.	
Renewable Energy Strategy (2009)	10% of transport energy from renewable energy.	
The Stern Review of the Economics of Climate Change (2007)	Developed countries must cut carbon emissions by at least 60% by 2050 on 1990 levels.	
Countryside and Rights of Way Act (2000)	Extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. Emphasises the public's right of access to open country and common land and provides additional protection for Sites of Special Scientific Interest (SSSI).	LTP3 needs to have regard for designated areas for scientific interest, scenic quality and wildlife conservation.

The SEA will ensure that wider biodiversity in relation to transport is included. |
| Wildlife and Countryside Act (1981) | Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain. | There is significant interaction between wildlife and transport. The SEA considers the affects of the transport system on wildlife. |
| National Parks and Access to the Countryside Act (1949)

&

Environment Act 1995 | National Park authorities shall seek to foster the economic and social-well being of local communities within the National Park without incurring significant expenditure and shall co-operate with other local authorities whose functions include the promotion of economic and social development within an area of the national park. | LTP3 and the SEA will take proper consideration of the economic and social development of the New Forest National Park. |
| Natural Environment and Rural Communities Act 2006 | Stipulates that every public authority must have regard for the purpose of conserving biodiversity. | The SEA will consider any potential impacts on biodiversity and will accordingly advise action required to avoid a situation arising. |
| Planning and Climate Change – Supplement to PPS1 | Key objectives of relevance include:

• Make a full contribution to delivering the government's climate change programme and energy polices and contribute to global sustainability.

• Deliver patterns of growth that help secure the fullest possible use of sustainable transport and reduce the need to travel especially by car. | The LTP3 will reflect these objectives and seek measures to reduce climate change.

The SEA will include objectives to reduce the contribution of the transport system to CO2 emissions. |

National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• Secure new development and shape places resilient to the effects of climate change in ways consistent with social cohesion and inclusion. • Sustain biodiversity and recognise that habitat distribution and species will be affected by climate change.	

PPS5 - Planning for the Historic Environment	The principle objectives for planning for the historic environment are:
	
	• To deliver sustainable development by ensuring that policies and decisions concerning the historic environment:
	
	   • Recognise that heritage assets are a non-renewable resource
	
	   • Take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and
	
	   • Recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term
	
	• To conserve England's heritage assets in a manner appropriate to their significance by ensuring that::
	
	   • Decisions are based on the nature, extent and level of significance, investigated to a degree proportionate to the importance of the heritage asset
	
	   • Wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation
		Both LTP3 and the SEA will reflect these objectives and will seek appropriate measures which seek to reduce the impact of transport on the historic environment.

National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• The positive contribution of such heritage assets to local character and sense of place is recognised and valued; and • Consideration of the historic environment is integrated into planning policies, promoting place-shaping • To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from historic environment and to make this publicly available, particularly where a heritage asset is to be lost.	
PPS7 – Sustainable Development in Rural Areas	The conservation of the natural beauty of the landscape and countryside should be given great weight in planning policies and development control decisions. It also requires that development within and outside existing villages should be permitted only where it meets the local economic and community needs and where it maintains or enhances the environment and does not conflict with other policies.	The New Forest Heritage Area and Areas of Outstanding National Beauty have been confirmed as having the highest status of protection in relation to landscape and scenic beauty. Rural areas can be affected by the amount of traffic that travels through it and new road construction. Both LTP3 & SEA include objectives to help reduce the impact of transport and improve the quality of rural centres.
PPS 9 – Biodiversity and Geological Conservation	The principle guidance on transport planning. Three objectives: • Promote more sustainable transport choice for both people and for moving freight. • Promote accessibility to jobs, shopping, leisure facilities and service by public transport, walking and cycling. • Reduce the need to travel especially by car.	LTP3 will give full recognition of this, which will be reflected in its objectives.

National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
PPG17 – Planning for Open Space, Sport and Recreation	The recreational quality of open spaces can be eroded by insensitive development or incremental loss of the site. In considering planning applications - either within or adjoining open space - local authorities should weigh any benefits being offered to the community against the loss of open space that will occur. Accessibility should be considered as part of the land use planning process and through sustainable modes of transport, including disabled facilities.	LTP3 will ensure that all policy proposals take account of the impact of developments on all open and public spaces as well as other outdoor recreational facilities. This is particularly pertinent with regard to AONBs, so the SEA will include objectives to mitigate against potentially damaging development.
PPG24 – Planning and Noise	Noise-sensitive developments should be located away from existing sources of significant noise and that potentially noisy developments are located in areas where noise will not be such an important consideration or where the impact can be minimised. Special consideration is required where noisy development is proposed in or near sites of SSSI. Proposals likely to affects SSSIs designated as internationally important under the EC Habitats or Birds Directive or the RAMSAR require extra scrutiny.	The plan should have regard to PPG24 particularly with regard to site selection, design, site management and monitoring. The SEA will include an objective to reduce the impact of noise from the transport system.

Table 2.4 Review of regional plans and programmes

Regional plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
A Sustainable Future for the South West (2002)	An integrated strategic framework for the promotion of the sustainable economic, social and environmental well-being of the south west.	Provides a set of sustainable development guidelines for all organisations within the region. There are 15 themes, each with their own set of objectives, principles and proposed indicators. It is vital that there is a clear logical progression between these elements of the framework. LTP3 should reflect the applicable objectives.
Just Connect – an Integrated Regional Strategy for the South West (2004-2026)	Key objectives include: • Harness the benefits of population growth manage the implications of population change. • Enhance our distinctive environments and the quality and diversity of cultural life.	Ensure these aims are considered thoroughly when preparing LTP3.

Regional plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• Enhance our economic prosperity and quality of employment opportunity. • Make sure that people are treated fairly and can participate fully in society.	
Strategy for the Historic Environment (HE) in the South West (English Heritage, 2004)	Key objectives of relevance include: • Informed conservation of the historical environment; • Sustainable management of the historic environment in rural areas; • Conservation of coastal, and maritime environments and wetland landscapes; • Promote design of buildings and landscapes sensitive to their locations; • Promote the use of traditional conservation and management skills; and • Remove barriers to the access of the historic environment.	The SEA will include objectives which seek to conserve and enhance features and areas of historical interest and value.
Our Environment: Our Future: Regional Strategy for the South West Environment 2004-2014	Priorities for Action: • Minimise the environmental impact of travel and transport necessary to support the social and economic needs of the regions. • Provide safe, integrated transport systems accessible to all. • Provide alternatives to fossil fuelled transport.	This strategy endeavours to provide a region where people benefit from an excellent environment in which to live and work. This means protecting and enhancing distinctiveness and diversity; continuing to benefit from the richness of landscapes, wildlife and habitats, minimising pollution and contamination, using natural resources wisely; acknowledging the benefits of our natural, historic and built environments; and encouraging access all of which should be reflected in LTP3.
Sustainable Communities in the South West – Building for the Future (2003)	To transform regional planning guidance into a regional spatial strategy including: • Increasing delivery and targets for brown field development; • Affordable housing issues in annual new housing provision; • Identifies strategic employment locations; • Clearly defines transport policies; • Addresses waste and renewable energy and reinforces urban and rural renaissance.	LTP3 to consider the applicable measures.

Regional plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
South West Climate Change Action Plan 2008-2010	Action points of relevance include: Develop evidence base, monitoring and evaluation for sustainable, low carbon transport and travel. Undertake regional activity to support regional and local multi-modal carbon reduction and demand management.	LTP3 should suggest sustainable travel choices that can be promoted and achieved within local communities. The SEA will include objectives to reduce the contribution of the transport system to CO2 emissions.
South West River Basin Management Plan (2009)	Poorly planned or designed urban transport infrastructure can adversely impact on water quality and resources. The Environment Agency wants to work with the transport sector to achieve an urban water environment rich in wildlife that local communities can benefit from and enjoy.	LTP3 should aim to reduce surface water run-off; protect and restore habitats; improve the quality of rivers and groundwater, which will protect drinking water supplies and bathing areas.

Table 2.5 Review of local plans and programmes

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Wiltshire and Swindon Structure Plan 2016 (To be replaced the Wiltshire Core Strategy)	To reduce overall reliance upon private motorised transport, particularly on roads by supporting: • A better balance between housing and employment • Greater provision of public transport and rail freight services and increased scope for walking • The provision of cycleways in new and existing developments • Parking policies which reflect the need to reduce car use as well as the need to access to facilities and to maintain the vitality and viability of services.	LTP3 should ensure consistency between itself and the objectives of the structure plan relating particularly to the integration of land use and transport and should seeks ways to reduce reliance on the private motor car by encouraging behaviour change by providing alternative sustainable modes of transport and implementing demand management techniques.
Wiltshire and Swindon Minerals Local Plan 2001 (To be replaced by polices in the Minerals and Waste Development Plan Documents)	• To provide a rational land use planning framework within which the mineral planning authorities can make decisions on planning applications. • Provide a greater degree of certainty to the public and the minerals industry concerning the location and extent of future minerals development in the plan area.	LTP3 should take into account any potential works traffic resulting from minerals developments. Particular attention should be given to the impacts of dust, noise, and vibration on the surrounding environment. The SEA will include objectives to reduce the impact of road freight on communities.

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Wiltshire and Swindon Waste Local Plan 2011	• Adopting an integrated approach to waste management. • Promoting public participation on waste issues.	LTP3 should take into account the need to reduce road transport and consider transport infrastructure improvements that would support the waste plan's aim to transfer the movement of waste away from roads and towards other modes of more sustainable transport, such as rail or water.
Swindon Borough Council Local Plan 2011	Key objectives: • To minimise the need to travel especially by car. • Enhance the built and natural environment and protect key features. • Make full use and effective use of existing infrastructure. • Ensure a high quality of design in development proposals. • Promote and facilitate economic prosperity and wider regeneration.	LTP3 should: • consider the local plan's policies on the built and natural environment; • aid the social and economic development of the area; and • minimise the need to travel by car by focusing on alternative land use/transport integration.
Swindon Borough Council Core Strategy	Policy CP7: Sustainable transport & movement. The delivery of a comprehensive sustainable strategic and local transport network to enable ease of movement, improve accessibility and enable a choice of travel modes. Policy SSP10: Urban extensions to Swindon in Wiltshire. Swindon Borough Council will work jointly with Wiltshire Council to ensure that the RSS requirement for 3,000 new homes in Wiltshire as urban extensions to Swindon are delivered in a most sustainable way and their direct and cumulative impact is addressed.	LTP3 will have due consideration and regard for the policies of Swindon Borough Council and will continue their cross-boundary partnership.
Sustainable Community Strategy for Wiltshire 2007-2016	Vision for 'Strong and Sustainable Communities in Wiltshire'.	LTP3 objectives will take into consideration the principles of the SCS for Wiltshire.
Local Agreement for Wiltshire and Local Area Agreement (2008-2011)	Key delivery mechanism for the SCS for Wiltshire.	
Cotswold AONB Management Plan (2008-2013)	• The implications of climate change to be addressed. • To conserve and enhance the landscape within the AONB.	LTP3 should ensure that future transport development proposals within the AONB are only permitted for cases of overriding national need.

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• A sustainable approach to be adopted for issues, particularly the development and management of the rural economy. • Increase people's awareness, knowledge and understanding and the qualities and opportunities within the AONB.	
North Wessex Downs AONB Management Plan (2004-2009)	• Conserve and enhance landscape character, heritage and biodiversity within the AONB. • Sustain natural resources and promote low carbon energy.	Ensure that future transport development proposals within the AONB are only permitted for cases of overriding national need.
Cranborne Chase and West Wiltshire Downs AONB Management Plan (2009-2014)	Transport objectives include: A) A strategic approach to transport planning recognises and takes full account of AONB landscape character. B) An integrated sustainable transport network takes account of local community needs and provides travel choices that reduce dependency on the car. C) The impact of traffic on local settlements and the wider countryside is minimised. D) A balance is sought between maximising social and economic interests whilst minimising the impact of traffic on the landscape and communities	Following the recent formal adoption of the management by Wiltshire Council, these management plan policies should be reflected in LTP3: 1) Develop an integrated network of roads, public transport and rights of way that take into account the special qualities and landscape character of the AONB. 2) Investigate initiatives to minimise the current impact of traffic on settlements and the wider countryside. 3) When new development is proposed, minimise the impact of associated traffic on settlements and the wide countryside through travel plans. 4) Develop and promote the benefits of traffic management initiatives that encourage safe and attractive walking, cycling and riding routes around the AONB. 5) Develop a consistent approach to transport infrastructure (laybys, signing, furniture) that takes account of and are sympathetic to the landscape character of the AONB.
New Forest National Park Management Plan (2010)	Reduce the impacts of traffic on special qualities of the National Park and provide a range of sustainable transport alternatives within the park by: - Influencing regional and national transport policies in order to minimise impacts on the National Park and, where possible, achieve benefits for the area.	LTP3 will take account of these transport objectives and ensure that all transport development in and around the National Park is sustainable, integrated and where possible includes walking and cycling. Freight routing strategies will take account of weight restrictions and where possible re-route vehicles away from the National Park.

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	- Helping to reduce the number of animal accidents on the roads within the National Park. - Developing a distinctive and different experience for those travelling within the National Park which clearly indicates its special and protected status. - Promoting measures to reduce the negative impacts of road traffic on the quality of life of local communities and the environmental quality of the National Park. - Supporting an integrated network of public and community transport, footpaths and cycling and riding routes designed to meet the needs of both residents and visitors.	
New Forest National Park Core Strategy - submitted Feb 2010	The Core Strategy and Development Management Policies Development Plan Document (DPD) Submission Document provides the overall vision, strategic aims and objectives and spatial planning policies for the whole of the administrative area of the New Forest National Park for the period to 2026. The document, when adopted, will set out the overarching planning framework for the National Park, and subsequent development plan documents prepared by the Authority will need to be in conformity with the Core Strategy. It includes a number of strategic objectives including: Reduce the impacts of traffic on the special qualities of the National Park and provide a range of sustainable transport alternatives within the Park.	
Stonehenge World Heritage Site Management Plan (2009)	Sustainable Traffic and Transportation objectives: • Measures should be identified which will provide comprehensive treatment of important road links within the WHS in order to reduce traffic movements and congestion, improve safety and enhance the historic environment.	LTP3 and SEA will take account of these objectives and will where possible ensure that there are adhered to.

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• A policy should be implemented to reduce parking congestion on peak days. • The use of more sustainable methods of transport to the site and to move around within it should be encouraged to reduce the reliance on the private car by visitors to the WHS.	
Avebury World Heritage Site Management Plan (2005)	Traffic and parking management objectives: • Develop radical highway improvements measures which will be implemented as long-term solutions to the problem of reducing the volume and speed of traffic through the WHS. • Implement speed control and other measures in the short term which will provide comprehensive treatment of all important road links within the WHS, in order to improve safety and the quality of the historic environment. • Implement a strategic policy to reduce parking congestion in the henge/village area on peak days, dispersing the pressure away from the centre of the site. • Reduce the reliance of the private car by visitors to Avebury WHS, by encouraging the uses of more sustainable methods of transport to get to the site and to move around within it. • Implement measures to improve the safety of pedestrians within the WHS.	LTP3 and SEA will take account of these objectives and will where possible ensure that there are adhered to.
Wiltshire Biodiversity Action plan	7 broad habitat action plans: • Arable and horticulture • Broadleaved, mixed and yew woodland • Built up areas and gardens • Calcareous grassland	LTP3 should: • Take care to avoid the habitats listed when considering new developments. • Check the impacts of existing transport developments on any habitat type listed in the action plan, and where possible, and where necessary and possible introduce mitigation measures.

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• Neutral grassland • Rivers and streams • Standing open water and canals 2 priority habitat action plans: • Ancient and/or species rich hedgerows • Lowland wood pasture and parkland 1 species action plan: Bats: 5 species • Barbastelle • Bechstein's • Pipistrelle • Greater Horseshoe • Lesser Horseshoe	• Provide where possible enhancement or creation of listed habitats.
Swindon Biodiversity Action Plan	14 habitat action plans: • Arable • Hedgerow • Standing open water • Urban ponds • Rivers and streams • Wetlands • Amenity grassland • Neutral grassland • Downland • Built up areas and gardens • Development sites • Woodland • Scrub • Parkland 1 species action plan: Bats 7 species:	• Take care to avoid the habitats listed when considering new developments. • Check the impacts of existing transport developments on any habitat type listed in the action plan, and where possible, and where necessary and possible introduce mitigation measures. • Provide where possible enhancement or creation of listed habitats. The SEA will include objective which seek to protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.

Local plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
	• Brown Long-eared • Daubeton's • Lesser Horseshoe • Natterer's • Noctule • Pipistrelle • Serotine	
West Wiltshire and Salisbury Air Quality Action Plan 2005	Implement a package of measures focused on transport, requiring input from businesses, the public and the highway authority to: Promote cleaner fuels Reduce traffic levels and manage the road network Promote walking, cycling the use pf public transport	LTP3 should consider these measures and seek to deliver them where possible. The SEA will include objectives to reduce the negative impacts of the transportation system on local air quality.
Swindon Borough Council LTP	Wiltshire's neighbouring authorities LTP2's sets out each of their transport strategy for the period 2006-2011 and collectively cover a range of strategic transport objectives, such as: • Improving and increasing accessibility • Reducing congestion • Promoting and improving road safety • Reducing the impact of transport on the built and natural environments • Promoting sustainable travel choices As well as this they highlight a number of cross boundary issues.	Wiltshire's LTP3 will seek to support all neighbouring authorities LTP's and cross boundary issues.

3 Task A2: Baseline information

Introduction

3.1 The SEA regulations require that the Environmental Report includes an examination of the current state of the environment and the likely evolution of the environment without the implementation of the plan. Baseline data therefore provides the basis for forecasting and monitoring environmental effects, and helps in the identification of environmental problems. The Wiltshire LTP3 SEA draft Scoping Report baseline information has been aligned where possible with the Local Development Framework Sustainability Appraisal draft Scoping Report.

3.2 Inevitably there are some data gaps, and this often makes it difficult to describe trends; it is therefore anticipated that future baseline data will be developed during the assessment stage.

Background to Wiltshire

Map 3.1 Map of Wiltshire

3.3 Wiltshire Council is the largest unitary authority in England, covering approximately 3,255 square kilometres (see Map 1). In 2001, the population of the area was approximately 463,000 (ONS). Around half of the people living in Wiltshire, live in towns or villages with fewer than 5,000 people, thus reflecting the rural nature of the county. Wiltshire is part of the South West region, and adjoins the counties of Oxfordshire, Berkshire and Hampshire in the South East region. Wiltshire, including Swindon, is one of the fastest growing counties in the country, for both population and employment.

3.4 The Wiltshire Council area is generally rural in character, with about 70% designated as an Area of Outstanding Natural Beauty (AONB), Special Landscape Area (SLA) or Green Belt. The west Wiltshire Green Belt which surrounds Bradford on Avon is part of the much wider Bristol and Bath Green Belt.

3.5 A small part of the New Forest National Park extends in the county, just south of Salisbury. Planning in the New Forest National Park is the responsibility of the New Forest National Park Authority. Large parts of Wiltshire are recognised for their nature conservation value at international and national levels. There are also many sites of archaeological interest, including Stonehenge and Avebury, Silbury Hill and West Kennet Long Barrow.

The future baseline

3.6 The likely development of the environment without the implementation of the plan is called the 'future baseline' or 'without the plan' scenario. For this exercise, it has to be assumed that the LTP3 will not be implemented, however there a number of other transport programmes and projects that will are likely to go ahead even in the absence of the LTP3. For this reason, it is necessary to be clear what is included in the future baseline, which is indicated below.

3.7 The continued operation of statutory functions of the council:
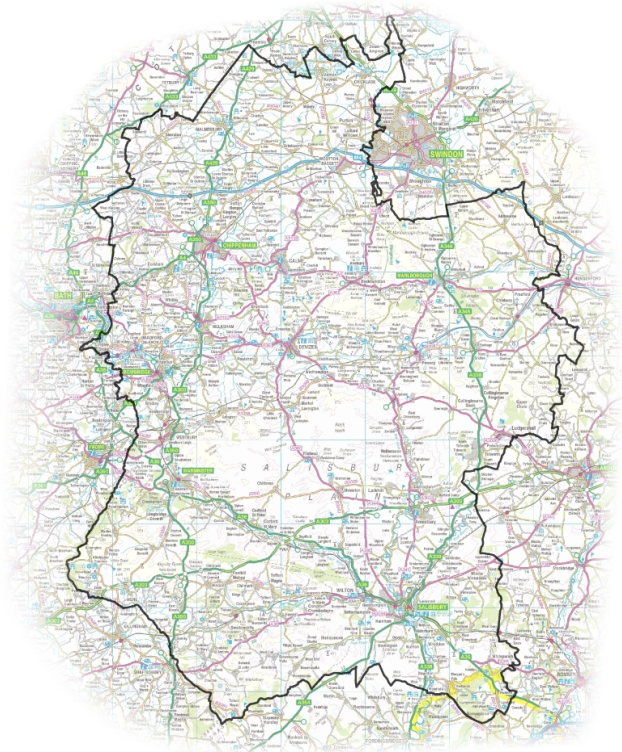
- home to school travel

- concessionary fares

- Disability Discrimination Act measures

- rural bus subsidy grant

- social services responsibilities

- fulfil maintenance duties – highway

- fulfil maintenance duties – street lighting

- promotion of road safety and measures to improve road safety and prevent accidents

- accident investigations

- fulfil air quality management area duties

- duty under Transport Act 1985 to support non-commercial public transport services

- duty to maintain and strengthen bridges to meet EU requirements

- duty under Transport Act 2000 to ensure suitable provision of public transport information

- provision and enforcement of on and off street parking

- duties under the Traffic Management Act 2004 including network management duty.

3.8   Assumption that adopted plans and programmes will be delivered as planned:

- implementation of policies and major developments in adopted plans (e.g. district local plans)

- Highways Agency schemes on the government's targeted programme of improvements

- plans of other transport agencies/operators not reliant on LTP funding.

Biodiversity

3.9   Wiltshire (including Swindon) is the largest inland county in southern England and is an important area for biodiversity with a relatively large area of protected sites. However, whilst Wiltshire is comparatively rich in terms of its biodiversity, its wildlife has declined rapidly since World War II, primarily as a result of intensive farming methods, climate change and urban growth. For example, lowland unimproved grassland, an important habitat type in Wiltshire, is now the single most threatened type of grassland habitat in the UK; between 1934 -1984 it is thought to have declined in extent by 97%. Certain species have also shown sharp declines, farmland birds, for example, have declined by about 50% since the 1970s. The ongoing break up of wildlife habitats into smaller, isolated areas seriously reduces the scope for wildlife to relocate and adapt to new living conditions and habitat fragmentation.

Roads and their ecological effects

3.10   Roads can have major adverse effects on biodiversity. Roadsides contain few regionally rare-species but have relatively high plant species richness. Disturbance-tolerant species predominate. Numerous seeds are carried and deposited along roads by vehicles. Plants may also be spread along roads due to vehicle-caused air turbulence or favourable roadside conditions. Roadside management sometimes creates habitat diversity to maintain native ecosystems or species.

3.11   Road vehicles are prolific killers of all sorts animals. Nevertheless, except for a small number of rare species, road kills have minimal effect on population size. The ecological effect of road avoidance caused by traffic disturbance is probably much greater than that of road kills seen splattered along the road. Traffic noise seems most important, although visual disturbance, pollutants and predators moving along a road could also cause road avoidance. The impacts of traffic noise amongst wildlife are various, including hearing loss, increases in stress hormones, altered behaviours and interference during breeding activities.

3.12   All roads serve as barriers or filters to some animal movement. Road width and traffic density are major determinants of the barrier effect, whereas road surface is generally a minor factor, however road salt appears to be significant deterrent to amphibian crossing. The barrier effect also tends to create metapopulations, e.g. where roads divide a large continuous population into smaller, partially isolated local populations. Making roads more permeable reduced the demographic threat but at the probable cost of more roadkills. In contrast, increasing the barrier effect reduces roadkills but accentuates the problems of small populations. On the whole the barrier effect tends to affect more species and extends over a much wider land area, than the effects of roadkills or road avoidance and it is the barrier effect which emerges as the greatest ecological impact of roads and vehicles.

International designations

3.13   Wiltshire has several internationally designated sites which are of outstanding importance in respect of rare, endangered or vulnerable habitats and species and therefore benefit from a high level of protection.

Special Protection Areas

3.14   Special Protection Areas (SPAs) are areas which have been identified as being of national and international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the 'Birds Directive 1979' which provides enhanced protection given by the Site of Special Scientific interest (SSSI) status all SPAs also hold.

3.15 Member states have a duty to protect SPAs from deterioration and significant disturbance. Wiltshire has two SPAs:

- Porton Down

- Salisbury Plain

3.16 The New Forest SPA which lies close to Wiltshire's south east boundary raises the possibility of cross boundary issues such as the extraction of minerals and impact of waste development within the locality of the New Forest SPA.

Special Areas of Conservation

3.17 Special Areas of Conservation (SACs) are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity. The Habitats Directive (94/43/EEC) requires measures to maintain or restore natural habitats and wild species at a favourable conservation status. Table 3.1 provides a breakdown of SPAs and SACs within Wiltshire.

Table 3.1 International designations

Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
Area of SAC (%)	9.58	0.21	6.82	11.26	6.79
Area of SPA (%)	9.34	0	5.54	11.21	6.26

3.18 Ten SACs have been approved within or partially within Wiltshire:

- Salisbury Plain

- River Avon System

- New Forest

- Kennet and Lambourn Flood Plain

- North Meadow and Clattinger Farm

- Chilmark Quarries

- Bath and Bradford on Avon Bats

- Great Yews

- Boscombe Down

- Pewsey Downs

National designations

3.19 There are many sites within Wiltshire that have been designated for their national biodiversity, these are as follows.

Sites of Special Scientific Interest

3.20   Sites of Special Scientific Interest (SSSIs) are the country's very best wildlife and geographical sites and they include some of the most spectacular and beautiful habitats. There are currently 134 SSSIs in Wiltshire and Swindon and they are designated under the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000.

3.21   It is essential to preserve our remaining natural heritage for future generations. Wildlife and geological features are under pressure from development, pollution, climate change and unsustainable land management. SSSIs are important as they support plants and animals that find it more difficult to survive in the wider countryside. Protecting and managing SSSIs is a shared responsibility, and an investment for the benefit of future generations.

3.22   Natural England reports on the condition of SSSIs and grades them into five categories:

- Favourable

- Unfavourable - recovering condition

- Unfavourable - no change

- Unfavourable - declining condition

- Part destroyed or destroyed

3.23   Figure 3.1 shows that Wiltshire has 23% of the area covered by SSSI's is in a favourable condition, and 0% of the area has not been destroyed or part destroyed. Table 3.2 shows the comparison of SSSI condition within Wiltshire with the South West and England.

3.24   The government has set a public service agreement for 95% of all SSSIs to be in the top two categories of 'favourable' or unfavourable by 2010; with Natural England being charged with this task through advice and grant funding to land managers.

Table 3.2 Summary of SSSI condition

Indicator	Wiltshire	SW	England
SSSI in favourable condition (%)	22.65	41.24	41.01
SSSI in recovering unfavourable condition (%)	74.99	53	54.81
SSSI in unfavourable declining condition (%)	0.61	2.06	1.33
SSSI in recovering unfavourable no change (%)	1.74	3.68	2.82
SSSI area destroyed/part destroyed (%)	0	0.02	0.03

Source: Natural England, December 2010

3.25   Within the South West, Wiltshire had the highest proportion in target condition (91.34%), closely followed by Devon (91.17%). Although still relatively high, Dorset had the lowest proportion (73.78%) as shown in Figure AB.2.

Figure 3.1 % area meeting PSA target in the south-west counties
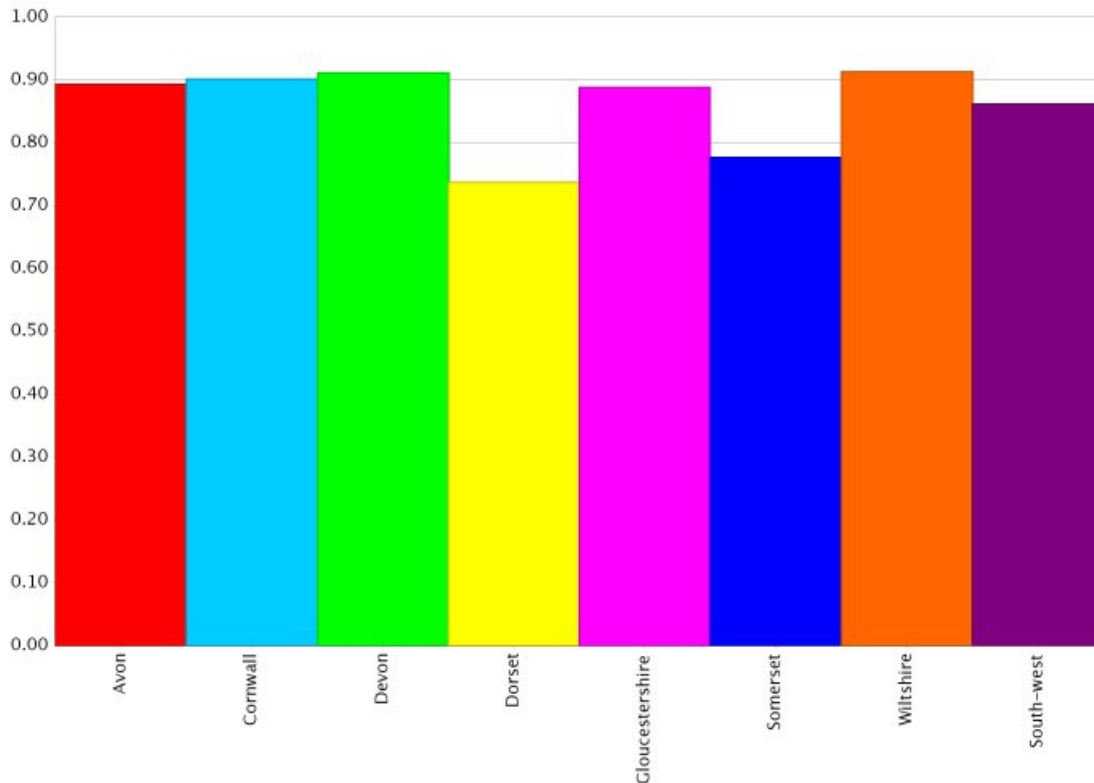
National Nature Reserves

3.26   SSSIs which are owned by Natural England are known as National Nature Reserves (NNRs). These are established to protect the most important areas of wildlife habitat and geological formations in Britain, and places for scientific research. There are seven NNRs in Wiltshire:

- Fyfield Down
- Langley Wood
- North Meadow, Cricklade
- Parsonage Down
- Pewsey Downs
- Prescombe Down
- Wylye Down

Ancient Woodland

3.27   Land that has been continually wooded since AD1600 or earlier is classed as ancient woodland. Although not protected by legislation, ancient woodland is recognised and awarded protection in national planning policy (PPS9). Ancient woodland is particularly valuable for biodiversity as a rich wildlife habitat, and is home to more species of conservation concern than any other habitat. It supports some 232 species as outlined in the UK Biodiversity Action Plan, 1994. These ecosystems cannot be recreated and therefore the loss of ancient woodland should be avoided.

3.28   Important woodland sites in Wiltshire include Savernake and Chute Forest, Bentley Wood, Langley Wood, Great Ridge, Grovely Wood, Cranbourne Chase, Maiden Bradley, Longleat, Stourhead and Braydon Forest. 1350 ha of woodland is designated as SSSI and 11,795 ha are identified as county wildlife sites (CWS). Table 3.3 provides an indication of the apportionment of ancient woodland in Wiltshire.

3.29 Possible mitigation measures to avoid adverse impacts upon ancient woodland include:

- Exclusion zones
- The creation of buffer strips of new native woodland or other semi-natural habitats
- Working with local communities.

Table 3.3 Ancient woodland in Wiltshire

Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
Area of ancient semi-natural woodland (%)	3.55	2.61	5.37	3.55	3.89
Area of ancient semi-natural woodland (ha)	3435	2000	5394	1834	12663

Local designations in Wiltshire

3.30 There are a number of sites within Wiltshire which have regional/local biodiversity importance such as regionally important geological and geomorphological sites (RIGS), county wildlife sites and local nature reserves. Wiltshire and Swindon contain around 1,500 county wildlife sites, covering 20,509 hectares which together with SSSIs make up the critical core of Wiltshire and Swindon's biodiversity.

Sites of Nature Conservation Importance

3.31 The term Sites of Nature Conservation Importance (SNCI) incorporates regional important geological and geomorphological sites (RIGS) and county wildlife sites.

3.32 Although they have no statutory status, RIGS are considered to represent the most important examples of geology and geomorphology outside of SSSIs. RIGS were established in 1990 by the Nature Conservancy Council (NCC) and continue to be actively supported by the UK statutory conservation agencies.

3.33 There are 60 RIGS in Wiltshire and Swindon, covering an area of 141 hectares. RIGS are selected on a local or regional basis according to the following nationally agreed criteria:

- The value of a site for educational purposes in life-long learning.

- The value of a site for study by both amateur and professional earth scientists

- The historical value of a site from an earth science perspective

- The aesthetic value of a site from an earth science perspective (Natural England, 2009).

Table 3.4 Local designations in Wiltshire

Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
Area designated as LNR (%)	0.02	0.00	0.03	0.10	0.03
Area designated as county wildlife site(ha)	337	259	443	162	1168
Area of RIGS (%)	0.07	0.03	0.02	0.15	0.05

Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
Area of RIGS (ha)	68	20	16	75	180

Local Biodiversity Action Plans

3.34   Local Biodiversity Action Plans (BAPs) such as Wiltshire, Swindon and Cotswold Water Park, give greater priority to habitat action plans. This is because, in the majority of cases, the main threats to wildlife are associated with the loss and fragmentation of the places in which it lives.

3.35   Published in 2008, the Wiltshire BAP includes 10 habitat action plans, one habitat information note and one species action plan. Priority will be given to conserving and enhancing those habitats and species that have been identified in the Wiltshire BAP:

- Woodland
- Wood pasture, parkland and ancient trees
- Rivers, streams and associated habitats
- Standing open water
- Farmland habitats
- Orchards
- Calcareous grassland
- Unimproved neutral grassland
- Built environment
- Ancient and species rich hedgerows
- Heathland information note
- Bats (species)

Sustainability issues

- Wiltshire contains a significant wide range of sites protected for their biodiversity value. All contribute to the character and appearance of Wiltshire and some contribute to biodiversity on a national basis. Many of these sites are habitats which are situated next to highways, cycle routes, green lanes and other transport corridors.

- Transport networks and traffic in general can have can have significant adverse impacts on wildlife and the associated habitats.

Land, soil and water resources

Agricultural Land Classification

3.36   Land quality varies from place to place. The Agricultural Land Classification (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. It helps underpin the principles of sustainable development. The system of classifying agricultural land began in 1966 with the aim of protecting the best and most versatile agricultural land. The classification is only indicative and any area of land subject to a development proposal may require further assessment. Natural England must be consulted under the Town and Country Planning (General Development Procedure Order) (GDPO) 1995 Article 10(w) on development proposals likely to lead to the loss of >20 ha of the best and most versatile agricultural land.

3.37   A significant amount of agricultural land in Wiltshire is (over 75%) at grade 3 or higher, this compares favourably to figures for the South West and nationally, as shown in Table 3.5 below.

Table 3.5 Agricultural land quality in Wiltshire

Indicator (%)	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	SW	England
Area of grade 1 agricultural land	5.18	1.13	0.17	0.65	1.96	1.5	2.7
Area of grade 2 agricultural land	18.45	9.48	12.5	17.11	14.29	7.6	14.2
Area of grade 3 agricultural land	52.66	68.32	62.56	49.60	58.92	58.90	48.2

Soils

3.38   Soils are an essential component of our environment. They not only provide our food but, as they store water they can filter out potential pollutants and reduce the risk of flooding. Healthy soils are vital to a sustainable environment but human activity is altering their character and quality. Soils play an important role in urban areas in supporting eco-systems, improving drainage and providing green space for communities.

3.39   However, there are increasing signs that their condition has been neglected:

- Contamination and poor soil management are causing problems in England and Wales.

- There has been a steady loss of soil and there are increasing signs of damage, degradation and erosion.

- Pollutants that have damaged land and soil may enter surface or groundwater, affecting our ability to meet water quality standards.

3.40   The environmental impact of transportation on soil consists of soil erosion and soil contamination. The removal of earth's surface for highway construction or lessening surface grades for port and airport developments have led to important lost of fertile and productive soils. Soil contamination can occur through the use of toxic materials by the transport industry. Fuel and oil spills from motor vehicles are washed on road sides and enter the soil. Hazardous materials and heavy metals have been found in areas contiguous to railways, ports and airports.

3.41   Soils share an interdependent relationship with the air and water environments, which can sometimes lead to contamination of watercourses from soil through surface runoff. Conversely soils can be damaged by deposition from the air and water.

3.42   Consequently there is a need to ensure that soil eco-systems are fully evaluated before and during the planning process, and that appropriate consideration is given to the protection of good quality agricultural soils through all stages of the construction process.

Mineral extraction

3.43   The distribution of mineral resources throughout Wiltshire is determined by geology. This same geology often creates important landscapes and valued habitats, so mineral resources and their extraction often occur in areas with important environmental designations. The principle mineral types worked today are - sand, gravel, chalk, clay, limestone and sandstone, with the bulk of the minerals being extracted for use as aggregates. Historically there have been numerous mineral workings in Wiltshire, with the number of active working sites shown in Table 3.6 below.

Table 3.6 Mineral workings in Wiltshire

Mineral extracted	Number of active sites - April 2007
Sand and gravel	10
Building stone	7
Clay	4
Chalk	3
Total	**24**

3.44   These active quarries and mineral working sites can be found at various locations, such as east of Calne, Whiteparish, Corsham and Gastard, and in the Vale of Wardour, with the most extensive chalk working taking place in Westbury. There is also a chalk quarry at Quidhampton.

3.45   In terms of transportation, most of the mineral extracted in the Cotswold Water Park/Upper Thames Valley is distributed by road to the local construction markets of Swindon, Cheltenham/Gloucester and Bath/Bristol. Since much of the mineral extracted in the plan area is used locally, few mineral workings have rail links as it is considered uneconomic to haul low value products over relatively short distances by rail. Only Westbury Cement Works and Quidhampton Quarry have the capacity to export minerals (or mineral derived products) by rail. However, the existing Rail Aggregate Depot at Wootton Bassett does import crushed limestone from the Mendips for local construction markets in the Swindon area.

3.46   The transportation of minerals can potentially lead to substantial adverse impacts on the local environment. Once extracted it is necessary to move minerals either to other sites for processing, or to the customers who require them. Therefore, mines and quarries are often generators of HGVs which generally leads to noise, vibration, air pollution, dust and road safety hazards.

3.47   Government policy seeks to promote the sustainable transportation of minerals (PPG13, MPS1), and therefore mineral planning authorities should seek to encourage and, where practicable, enable the carrying of material by water and rail wherever possible.

3.48   In identifying sites and appraising proposals for mineral workings, regard should be paid to the benefits of reducing the distance minerals need to be transported, particularly by road. In the Wiltshire and Swindon Minerals Core Strategy, 2009, it is stated that all new mineral developments

will be required to undertake a Transport Assessment which will outline the potential impacts of the development on the relevant transport networks. At a local level, the council will seek to ensure that proposals for new development reflect the objectives of the Wiltshire and Swindon Local Transport Plans and in particular the strategies for freight (including minerals and minerals derived products). To this end, the Wiltshire HGV Route Network will be utilised in conjunction with national and regional policies to help inform the processes of identifying and appraising proposals for new sites.

Water

3.49   The Environment Agency, under the General Quality Assessment (GQA) programme, assesses the quality of watercourses in England and Wales. Watercourses and their catchment areas often cross local authorities boundaries and therefore the quality of water within a local authority area may be affected by factors outside the area.

3.50   Chemical water quality is an indicator of general organic pollution. In Wiltshire large improvements have been made in terms of chemical river quality between 1995 and 2005, see Table 3.7. However the overall percentage of rivers in Wiltshire that attained good chemical quality is still some way short of the South West and national figures and has actually regressed since the year 2000. Biological quality is an indicator of the 'health' of rivers. There has also been a regression in the length of rivers in Wiltshire that are in the top overall national percentage in terms of phosphate levels, however both biological quality and nitrate levels have improved in Wiltshire.

Table 3.7 River quality in Wiltshire

Indicator (%)	Year	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	South West
River length assessed as good Bio Q	1995	86.0	79.8	96.7	74.8	84.3	85.8
	2000	89.0	74.6	98.3	82.3	86.1	86.4
	2005	78.4	86.1	97.6	92.7	88.7	N/A
River length assessed as good Chem Q	1995	60.5	50.0	87.5	45.8	60.9	74.0
	2000	64.8	69.1	94.8	74.2	75.7	81.0
	2005	69.4	52.6	92.0	69.9	71.0	N/A
River water with high phosphate levels	1995	N/A	N/A	40.0	N/A	N/A	46.4
	2000	89.5	74.2	69.3	84.9	79.5	44.3
	2005	62.4	75.3	63.6	91.5	73.2	46.6
River water with high nitrate levels	1995	N/A	N/A	29.7	N/A	N/A	50.1
	2000	71.7	95.4	86.2	79.2	83.1	51.3
	2005	80.7	85	90.9	77.6	83.5	48.3

3.51   The Wiltshire authority areas forms part of four main catchments - the river Thames, the Bristol Avon, the Hampshire Avon, and the river Test. These river catchments contain a number of tributary sub-catchments that drain the area. The settlement pattern in Wiltshire is partly shaped by these watercourses, and many of the county's main towns, Chippenham, Salisbury and Trowbridge are located on or nearby a river.

3.52   With a growing population in Wiltshire and drier summers predicated as a result of climate change, pressures on the authority's water resources will increase and need to be carefully managed. Analysis by the Environment Agency has shown that overall future levels of growth can be accommodated in the South West region in terms of water supply, providing measures are put in place to improve the efficiency of homes, by increasing metering and reducing leakage.

Flooding

3.53   Wiltshire is largely rural with a number of dispersed urban areas and smaller villages some of which are at risk from river flooding. The risk is partially reduced by either natural or man-made defences. Other risks of flooding derive from surface water, groundwater and sewer flooding. It is expected that these types of flood risks will generally increase with climate change. In light of this it is important that transport planning considers the expected effects of flooding and the potential it has for disruption to the transport network.

3.54   Water is a major mechanism for contaminant transfer in the environment. Approximately 1 million ha (or 8% of the total area) of the land in England is at risk from river flooding, including tidal rivers and estuaries. In addition, 250,000 ha of land is also at risk from flooding by the sea. Hence about 1.3 million ha of agricultural land (12% of total agricultural land area and 61% of Grade 1 agricultural land) is potentially of contaminant delivery or loss associated with flood waters.

3.55   There are five main types of flooding:

- Fluvial - occurs when a river breaks or overtops its banks

- Localised surface or 'muddy' flooding: generated via surface runoff and flow through ephemeral channels

- Coastal/tidal flooding: produced by high tides or storm surges

- Urban flooding: generated when urban drainage systems are overwhelmed by flow or blocked by debris

- Groundwater flooding: additional water from fully recharged aquifers emerges from hillslopes overwhelming local drainage systems.

3.56   Altering flows can have a major physical or chemical effects on aquatic ecosystems. The external forces of gravity and resistance cause streams to carve channels, transport materials and chemicals, and change the landscape. Thus water runoff and sediment yield are the key physical processes whereby roads have an impact on streams and other aquatic systems. Increased runoff associated with roads may increase the rates and extent of erosion, reduce percolation and aquifer recharge rates, alter channel morphology, and increase stream discharge rates.

Sustainability issues

- There is a significant amount of land in Wiltshire which is valued at grade 3 or higher which compares favourably to both the South West and national figures.

- The environmental impact of transport on soil consists of soil erosion and contamination.

- Most of the mineral extracted within Wiltshire is transported by road with potential adverse impacts on the environment. Government policy seeks to promote the sustainable transportation of minerals and therefore those transporting minerals should do so by rail and water.

- Large improvements have been made in chemical water quality in Wiltshire, between 1995 and 2005, although it is still someway short of the South West and national figures.

- There has also been a regression in the length of rivers in Wiltshire that are in the top overall national percentage in terms of phosphate levels, however both biological quality and nitrate levels have improved in Wiltshire.

- The risk of flooding is likely to increase with climate change.

Air quality and environmental pollution

3.57 Clean air is essential for our health and quality of life. Although air quality in the UK is generally good and is better in overall general terms than at any other time since the time of the industrial revolution, unacceptable levels of pollution are known to exist in some areas. Wiltshire Council has a statutory duty under the 1995 Environment Act to review and assess air quality within the county.

3.58 Generally, air pollution in Wiltshire has been improving across all indicators, however this data is only available at local levels and therefore comparisons are difficult. However, it does suggest that with these improvements and the rural nature of Wiltshire it would seem that performance of the indicators is good.

3.59 There are no automatic air monitoring sites in Wiltshire, the nearest being in Bristol and Bournemouth. These sites report on the number of days air quality is poor comparing both rural and urban areas.

3.60 The Environment Act 1995 introduced the system of local air quality management. Since then, local authorities have had to periodically review and assess the current, and likely future air quality in the areas against national air quality objectives for seven air pollutants. Where any objective is unlikely to be met by the relevant deadline, local authorities must designate those areas as air quality management areas (AQMAs) and take action towards meeting the objectives.

3.61 Wiltshire has five AQMAs, two in west Wiltshire and three in Salisbury, see Table 3.8 below.

3.62 The former Wiltshire County Council, in collaboration with the four former Wiltshire district councils of Kennet, North Wilts, Salisbury and West Wiltshire, initiated the development of an air quality strategy (AQS) framework in 2006 in response to the need for a coherent and unified way forward in the management of air quality across the county. This was commissioned in 2009.

Table 3.8 Air quality management areas in Wiltshire

	Air quality management areas in Wiltshire	Reason
West Wiltshire	**Westbury AQMA**	
	The following roads and buildings with facades on the roads: Haynes road from no. 23 up to the junction with Warminster road and Warminster road from the junction with Haynes road to the junction with Leigh road.	Nitrogen dioxide (NO_2)
	Bradford on Avon AQMA	
	The following roads and buildings with facades on the roads: Masons lane, Market street, Silver street and St Margaret's Street.	Nitrogen dioxide (NO_2), Particulate Matter <10μm (PM_{10})
Salisbury	**Salisbury city centre**	
	An area encompassing the entire Salisbury city centre (amalgamating the previous 5 smaller AQMAs in the city centre)	Nitrogen dioxide (NO_2)
	Wilton Road AQMA	

	Air quality management areas in Wiltshire	Reason
	An area encompassing properties either side of Wilton road , just to the west of the roundabout with Devizes road.	Nitrogen dioxide (NO_2)
	London Road AQMA	
	An area encompassing properties on London road (A30) between the railway bridge and St Marks Avenue and Bourne Avenue.	Nitrogen dioxide (NO_2)

3.63   The Salisbury and Westbury AQMAs have been declared on the basis of high NO_2, however the Bradford on Avon AQMA has also been notified for particulates (PM_{10}). This is largely due to the canyon effect caused by the presence of tall buildings at the bottom of a valley which trap the pollution caused by heavy traffic passing through the town.

3.64   As Figure 3.2 shows below, traffic levels in the three towns/cities where AQMAs are present have fluctuated and there have been no clear or distinctive changes in traffic levels in any of the areas. Traffic levels have decreased one year but have then risen again the following year. NB: Where counts appear to dip suddenly no data was available for that year.

Figure 3.2 Traffic counts in AQMA areas
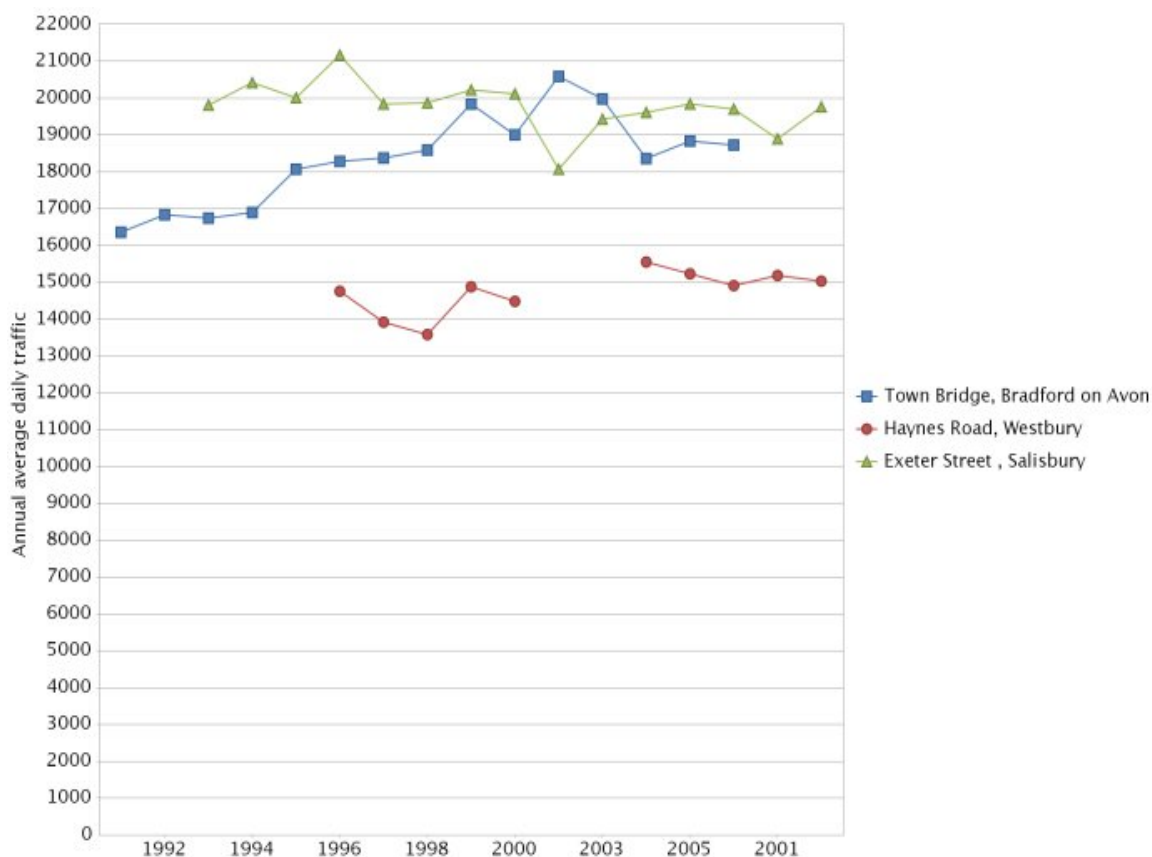
Air quality and transport

3.65   Road transport is a key source of many air pollutants, especially in urban areas. Consequently and in response to European emission standards legislation, new vehicles are becoming individually cleaner; however, total vehicle kilometres are increasing. Overall emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite considerable traffic

growth, and are expected to reduce by a further 25% or so over the next decade. This is mainly as a result of progressively tighter vehicle emission and fuel standards at European level and set in UK regulations.

3.66   Traffic management can make a significant contribution to help reduce emissions of pollutants from road vehicles. LTPs are the main mechanism for implementing transport policies at a local level. One of the key criteria against which these plans are judged for central funding is the extent these take account of air quality considerations.

3.67   The planning systems across the UK for land use and transport planning are also an important part of an integrated approach to air quality improvements, particularly for new developments and they emphasise accessibility for public transport, park and ride schemes, walking and cycling.

3.68   Air quality and climate change have become synonymous over recent years. Local planning polices need to be developed with a consideration of impact on climate change and greenhouse gas emissions. Synergistic policies, beneficial to both air quality and climate change, should be pursued.

Sustainability issues

- Overall air quality in the county is improving and it is anticipated that continuing improvements can be made through improved traffic management. Data on other forms of environmental pollution is poor.

- Wiltshire has five Air Quality Management Areas. Traffic counts in each of the areas has shown no real year on year improvements.

Climatic factors

Climate change

3.69   Evidence for the existence of climate change is growing and there is little doubt that rises in global temperatures is the result of increased human greenhouse gas emissions. According to the UK Climate Impacts Programme, the UK will experience higher sea levels, hotter drier summers, wetter milder winters with the possibility of temperature extremes and increased frequency of storms as a result of climate change, see Table 3.9.

3.70   Changes as small as a 2°C global temperature rise will have serious impacts: rising sea levels, extreme events like droughts and heavy rainfall, leading to disruption to natural and man-made habitats. Communities across the UK may struggle to cope with the effects of warmer summers and wetter winters. That is why so much effort is being made to reduce greenhouse gas emissions to stop the most damaging climate change.

3.71   Under the Climate Change Act 2008 the UK must reduce its greenhouse gas emissions by 80% by 2050, with a reduction in emissions of 34% by 2020. Wiltshire Council has begun the process of identifying potential threats and opportunities across its services and across Wiltshire relating to climate change. National Indicator 188 is split into five levels and the council has made the commitment to meet the requirements of Level 3 by March 2011. Level 3 means the council will have a comprehensive action plan.

Table 3.9 Predicted changes in weather events for the UK in the 2080s

Variable	Predicted changes
Temperature	An annual warming by the 2080s of between 1 and 5°C

Greater summer warming in the south east than the north west

Greater warming in summer and autumn than in winter and spring

Increased thermal discomfort in enclosed spaces/areas |
| Precipitation | Wetter winters, by up to 30%

Drier summers, by up to 50% - summer water shortages

Increase risk of flooding and erosion with increased pressure on sewage systems |
| Seasonality | Precipitation: greater contrast between summer (drier) and winter (wetter) seasons |
| Cloud cover | Reduction in summer and autumn cloud, especially in the south, and an increase radiation |
| Snowfall | Total decreases significantly everywhere
Large parts of the country experience long runs of snowless winters |
| Storm | Increases in storm damage |

Likely changes in temperature and precipitation in Wiltshire for the 2080s

Temperature

- Increase in annual mean temperature likely to be between 3.1°C and 4.1°C

- Increase in summer mean temperature by between 3.3°C and 4.9°C

- Increase in winter mean temperature by between 2.4°C and 3.5°C

- Increase in temperature of warmest summer day by between 1.2°C and 5.8°C

Precipitation

- Annual precipitation stays roughly the same

- Decrease in summer mean precipitation by between 13% and 34%

- Increase in winter mean precipitation by between 12% and 29%

- Increase in precipitation on the wettest winter day by between 11% and 29%

Climate change impacts

3.72   The climate change impacts could be far reaching across a range of different sectors, including transport. This could include such things as infrastructure damage, service disruptions and accident risk and rise in maintenance costs. The extent of the impact will cover a wide range of transport routes, such as bridges, rail, and highways. Rural areas are likely to become more isolated as a result of increased flooding. Much research has been carried out on how climate change will impact the transport system. This is summarised below.

3.73   One of the most significant impacts of climate change, particularly where transport is concerned, is the likely increase of flooding, both severity and frequency. A Strategic Flood Risk Assessment was carried out for Wiltshire in 2008, it states where flooding has occurred most recently in the county and policy recommendations.

3.74   The Water Management Bill will ensure that county authorities should publish a flood risk action plan This will need to address how to manage flooding from highways.

The impact of climate change on the transport system

Wetter winters and increased summer storms

- Groundwater, fluvial, flash flooding incidents
- Changes to groundwater levels and drainage systems
- Increased likelihood of driving in heavy rain and flooded roads, leading to issues of road safety.
- Increases in rain will result in increased vegetation which can cause poor visibility and obscure road signs.

Increased wind speeds

- Bridges, overhead cables, tall trees and other tall/large structure are vulnerable to high winds.

Higher peak temperatures

- Increased thermal discomfort on transport
- Greater thermal expansion of bridges and flyovers and buckling of train tracks.
- Increased use of external spaces, further cycling and walking and greater demand for rivers and coasts.
- Concrete deterioration may increase from higher summer temperatures and summer rain.
- Asphalt and concrete will behave in different ways. Black surfaces may melt and rut in summer.

Increasing subsidence/heave

- Broken water mains
- Embankments are at risk of both subsidence and heave, as a result of wetter winters, drier summers and changing vegetation.

Increasing fluvial/ tidal flow

- Increased scouring of bridge footings

Changes to the management of landscape and biodiversity

- Climate change is likely to change the plant species that will thrive, and increase overall growth rate. There is also likely to be some soil erosion.

Climate change mitigation

3.75   Climate change mitigation measures can be targeted at every sector in the economy. Where transport is concerned, the following measures should be applied:

- reduce the need to travel by motor vehicles and the length of journeys

- promote the use of more sustainable modes of travel

- increased fuel efficiency through driver behaviour and vehicle type

- encourage the uptake of alternative fuels, e.g. biofuels, electric and hybrid.

The use of fuel

3.76   In addition to the challenge of climate change, the UK will soon have to contend with rapidly depleting stocks of fuels for transport. This issue is usually referred to as peak oil and whilst it is rarely acknowledged by national governments it is gaining credibility amongst many local authorities. Forecasters differ about the expected date of the peak, but there growing consensus that it will happen in the next ten years.

3.77   The Department of Energy and Climate Change (DECC) publishes data on fuel use for transport. Figure 3.3 shows the data for 2005-2008 inclusive for the whole of Wiltshire. Fuel use remained fairly static in Wiltshire until 2008 when personal fuel use decreased and freight fuel use increased somewhat.

Figure 3.3 Transport fuel use
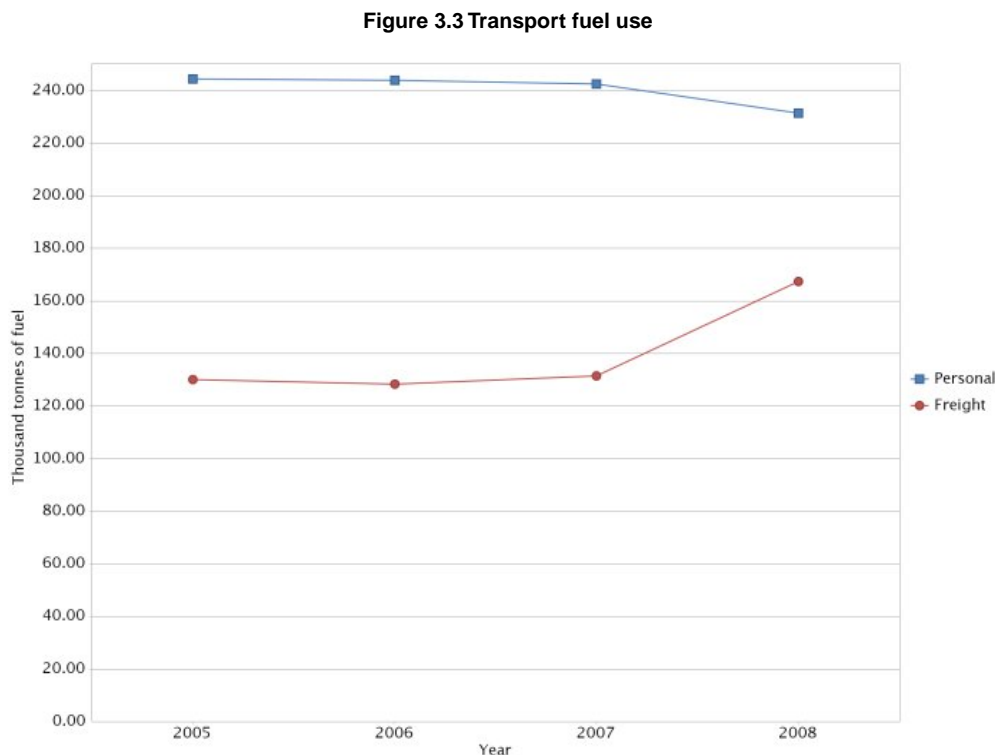
3.78   The policies suggested to mitigate peak oil are usually complementary to those required to combat global warming, and a review of peak oil initiatives across America, Canada and Britain suggest local authorities should consider the following transport actions:

●   Encourage a major shift from private to public transport, cycling and walking.

●   Expand existing programmes such as cycle lanes and road pricing.

●   Promote the use of locally produced, non-fossil transport fuels such as biofuel and renewable energy in both council operations and public transport.

●   Set up a joint peak oil task force with other councils and partner closely with existing community-led initiatives.

●   Coordinate policy on peak oil and climate change.

Renewable energy

3.79   The UK Renewable Energy Strategy 2009 outlines the governments targets for renewable energy, stating that 15% of total energy should be derived from renewable sources by 2020. It recommends this could be best achieved with the following proportion of energy consumption in each sector from renewable sources:

- 30% of electricity demand

- 12% of heat demand

- 10% of transport demand.

3.80   The amount of renewable energy installed in Wiltshire at present is amongst the lowest for any authority in the south-west and consequently the targets set will be challenging. The amount of existing renewable heat and the use of transport fuels in Wiltshire are even lower than for renewable energy, and therefore the use of 10% of transport fuels to be derived from renewable sources by 2020 will be a very challenging target indeed.

3.81   The overall vision for the transport sector is set out in the Department for Transport's strategy for low-carbon transport, Low Carbon Transport: A Greener Future (DfT, 2009). The strategy is based on the following themes:

- Supporting a shift to new technologies and fuels;

- Promoting lower carbon transport choices; and

- Using market-based measures to encourage a shift to lower carbon transport.

3.82   Some of the actions that will assist in meeting the transport target are cleaner fuels and cleaner technology and a shift to renewable sources of energy such as sustainable biofuels, electricity and hydrogen. The strategy assumes that the short term 10% target will predominantly be met through biofuels. Other innovations, such as the potential increased electrification of rail and road transport, could play a more auxiliary role approaching 2020, becoming more significant in the longer term.

CO_2 emissions

3.83   Currently CO_2 emissions for Wiltshire, based on data measures in 2007 from the Department of Energy and Climate Change (DECC), range from 8.1 to 14.4 tonnes per capita across the four former district councils. The average value for Wiltshire is 10.27 tonnes CO_2 per capita.

3.84   Statistics from (DECC) also show that overall in Wiltshire the "industry" category produces the largest proportion of CO_2 emissions, as per Figure 3.4 below, which is particularly evident in West Wiltshire. The largest emitter of CO_2 in regards to transport is the former North Wiltshire District, followed by Salisbury, these reflect road networks and traffic density throughout the county.

Figure 3.4 CO2 emissions in Wiltshire
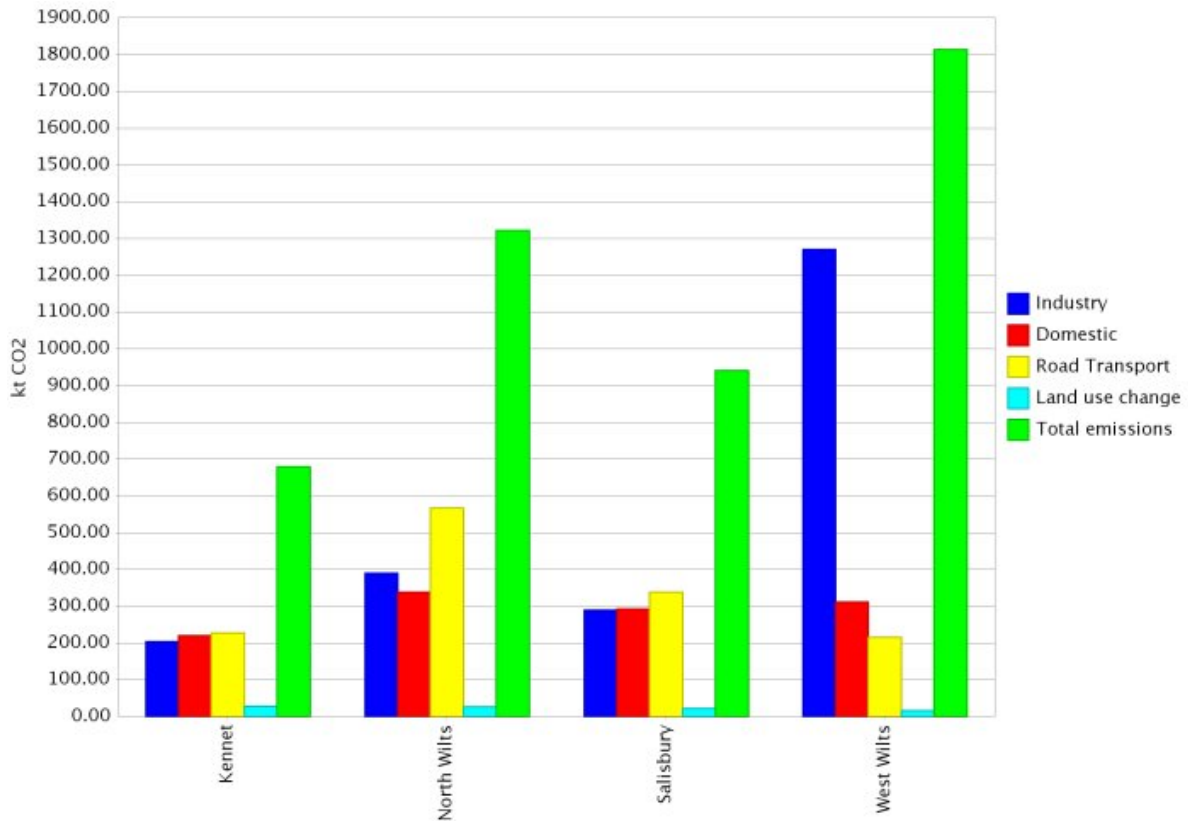
Ecological footprint

3.85   The ecological footprint measurement is a technique for calculating global sustainability. A 'sustainable' ecological footprint has been calculated at 1.9 global hectares per person; which is described as the maximum footprint allowance without depriving future generations, anything above this is therefore unsustainable.

3.86   The ecological footprint for Wiltshire is 5.2; this value is slightly lower than the value for UK of 5.4, however, it is substantially greater than the average global ecological footprint. Any future effort direct at climate change adaptation and mitigation, such as reducing vehicle journeys will help reduce the ecological footprint for Wiltshire.

Sustainability issues

- The county is likely to see a number of changes as a result of climate change, including drier and hotter summers, warmer and wetter winters and increased flooding.

- The amount of renewable energy installed in Wiltshire at present is amongst the lowest for any authority in the South West. The amount of existing renewable heat and the use of transport fuels in Wiltshire are even lower than for renewable energy,

- North Wiltshire is the largest emitter of transport related CO_2 emissions, followed by Salisbury, this reflects the road network and traffic densities.

Historic environment

3.87   Wiltshire contains a wealth of important sites and buildings – some with local historic or architectural interest, others with internationally designated status, see Table AB.9. Such sites can make an important contribution to creating a true sense of place, local identity and distinctiveness, in both rural and urban areas. There are approximately 14,000 listed buildings in Wiltshire, within these, the 2009 English Heritage 'heritage at risk' register lists 19 listed properties in Wiltshire at risk. These include Devizes Castle and Clarendon House.

Table 3.10 Listed buildings, historic parks and conservation areas in Wiltshire

Designation	Kennet	North Wilts	Salisbury	West Wilts
Listed buildings				
Grade 1	52	57	120	56
Grade 2*	162	171	256	157
Grade 2	3436	3536	2584	3306
Grade B	-	-	6	5
Grade C	-	-	3	3
Total	**3650**	**3764**	**2969**	**3527**
Historic parks and gardens				
Grade 1	-	3	2	2
Grade 2*	1	1	7	4
Grade 2	7	6	8	1
Total	**8**	**10**	**17**	**7**
Conservation areas				
Total	**75**	**65**	**69**	**35**

There are also more than 250 conservation areas and 44 historic parks and gardens in Wiltshire; and of these eight conservation areas are at risk. One single factor is rarely sufficient to put a conservation area at risk. More frequently it is an accumulation of small problems that collectively begin to erode the character of the area. However, transport is a well known risk to historic areas/buildings and monuments. Wiltshire has eight conservation areas at risk:

- Atworth
- Hilperton
- Hilperton Road, Trowbridge
- Melksham
- Newtown, Trowbridge
- Warminster
- Westbury
- Wilcot Road, Pewsey

World Heritage Sites

There are 851 World Heritage Sites in total, 27 of which are in the UK. Wiltshire has one World Heritage Site, Stonehenge, Avebury and associated sites which cover two landscapes around 40 km apart. The site was inscribed on the World Heritage list in 1986 for outstanding prehistoric monuments.

3.88   Stonehenge is probably the most important historical site located in Wiltshire. It lies within Salisbury Plain at the heart of the extensive chalklands that give structure to the landscape of much of southern England. It enjoys a particular place in modern culture and the monument is one of the principle archaeological tourist attractions in the UK, drawing large numbers both from Britain and abroad. Visitors have grown sharply, from around 500,000 paying visitors per annum in the late 1970's to 800,000 in 1998.

3.89   Current public awareness of and access to heritage assets is generally quite low, and Stonehenge is no different with attention firmly focused on the Stones themselves and with little appreciation of the surrounding archaeological landscape. This is due to a number of key factors:

- The direct vehicular access to the core of the Stones is provided by both the A303 and the A344

- The location of the car park and visitor facilities immediately adjacent to the Stones

- The seemingly less significant and less dramatic nature of other archaeological components

- The constraints imposed by the current pattern of land ownership and public access opportunities on foot.

3.90   Roads and traffic have long had a serious impact on Stonehenge. In particular the A303 trunk road and the A344 county road are highly visible routes that cut through the heart of the surrounding landscape and adversely impact the character of the immediate setting and the people's enjoyment of the Stones. At present, the majority of visitors arrive by car. A key issue is to work with local transport operators to explore the possibility of reliable and sustainable modes of transport to the site. Current arrangements for cycle and pedestrian access to the site are considered inadequate, and with regard to the large numbers of visitors and speed of passing vehicles, dedicated routes are probably necessary.

3.91   Many of the traffic problems at Stonehenge are exacerbated by the location of the visitor centre and car park and the subsequent pattern of visitor access to the Stones. There are long term plans to tunnel the A303, making visitor access both easier and safe, but in the short term, traffic calming and other safety measures may help improve highway safety.

3.92   There are a number of other transport related concerns at the site which include:

- There is distinctive commuter and leisure movement of vehicles through the site, particularly the A303

- Facilities for coach parking and car parking are inadequate, especially at peak times

- Road safety is a significant issue

- Bus service provision to the site is limited

- There is a need for improvements at the Countess roundabout to mitigate current congestion from the A303

- The removal of existing car parking close to the Stones may encourage illegal parking on nearby roadside verges.

3.93 Avebury also suffers with a number of traffic related problems, the 2005 Avebury World Heritage Management Plan notes that there is particular concern over the erosion caused by vehicles (especially wide vehicles) along narrow parts of the B4003, Avenue Road. The erosion of verges may affect archaeological deposits, as well as the development of unofficial parking areas within the Avenue monument. Vehicle erosion of the grass triangle or "green" at the top end of the High Street is another cause for concern. This erosion has caused significant damage to the roots of trees in this location.

3.94 For many years there has been concern about the impact of traffic, vehicle speeds and roads on Avebury and its historic environment and include:

- There has been a modest growth in the volume of traffic, both commuter and leisure related, which is predicted to continue, in line with national trends.

- There is a distinctive commuter movement of vehicles through Avebury, especially along the A4361.

- The instigation of a 30 mph zone on the A4361 through Avebury has had mixed success.

- Facilities for pedestrians and cyclists are considered inadequate for the number of visitors and local residents having regard to the alignment of critical road links and the speed of passing vehicles.

- A number of changes made to parking provision in Avebury do not appear to have a major knock-on effect on congestion and on-street parking.

- Recent research has indicated that 50-60 additional spaces are required to fully meet demand in the Southern Car Park at peak periods. However there should be no significant increase in the number of parking spaces provided in Avebury.

- A feasibility study has highlighted the constraints of the construction of a car park on the northern side of Avebury.

- Road safety is a major cause for concern to both visitors and residents, although this is not always supported by the recorded injury collision rates.

- There is a need to improve the provision of safe road crossings for pedestrians in and around Avebury.

- Despite recent improvements, public transport provision is relatively limited on Sundays and bank holidays, and does not enable key monuments in the WHS, other than the Henge, to be visited.

- Public transport provision is relatively limited on Sundays and bank holidays.

Sustainability issues

- Wiltshire has a wealth of historic sites, monuments, listed buildings, conservation areas and parks and gardens. It has eight conservation areas which are at risk, however none of these are transport related.

- Transport can have a serious adverse impact upon areas or buildings of historical or cultural value.

- Wiltshire contains two World Heritage Sites, Stonehenge and Avebury, with roads and traffic having a serious adverse impact at both sites.

Landscapes

3.95 The South West is England's largest and most rural region, with most districts classified as rural. The region has a high proportion of protected landscapes; approximately 40% of the landscape has special protection.

3.96 The Wiltshire landscape mainly comprises of two geological forms; areas of rolling downland which include the Marlborough Downs, Salisbury Plain and Cranborne Chase and areas of flatter pasture land, which consist of beds of Oxford and Kellaways clays surrounded by a ridge of Corallian limestone.

3.97 Salisbury Plain supports the largest known expanse of unimproved chalk downland in North West Europe, at 12,933 ha, it represents 41% of the British total of this significant habitat, and divides the county from north to south.

3.98 The chalks areas represent more than half of Wiltshire's land mass and dominate the eastern and central parts of the county. The two largest Sites of Special Scientific Interest (SSSI) in Britain are found on the chalk grasslands of Salisbury Plain training area, 38,000 ha, and Porton Down, 1562 ha. Chalk streams run through the downs with the Salisbury Avon and its tributaries in the south and the tributaries of the Thames in the Marlborough Downs. The Salisbury Avon is a special area of conservation, designated for its wide variety of fish and invertebrates.

3.99 The flatter pasture lands of north west Wiltshire are drained by streams that flow slowly though steep banks of alluvial slit into the Semington Brook, the Marden and the Biss before water reaches the Bristol Avon.

3.100 Transport can have a negative effect on landscapes in the following ways:

- Through inappropriate volume and traffic speed

- Through inappropriate use of rural routes for freight

- Through inappropriate highways improvements, excessive signage, lighting and other street furniture that can have a detrimental effect on the landscape.

Areas of Outstanding Natural Beauty

3.101 The landscape of Wiltshire incorporates parts of three separate AONBs: Cranborne Chase and West Wiltshire Downs AONB, North Wessex Downs AONB and the Cotswolds ANOB, see Figure 2. These areas amount to approximately 44% of Wiltshire, as shown in Table 3.11. The Countryside and Rights of Way Act 2000 gave AONBs a legally equivalent status to that of a national park.

Table 3.11 Areas of outstanding natural beauty in Wiltshire

Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
Area of AONB (%)	66.37	22.90	46.15	29.46	44
Area of AONB (ha)	64156	17577	46343	15230	143306
Area of Green Belt (%)	0	0	9.89	15.7	6.4

3.102 The Cranborne Chase and West Wiltshire AONB was designated in 1983 and forms part of an extensive belt of Chalkland which stretches across southern England. The North Wessex Downs was designated in 1972 and is the largest AONB in the South East of England. The Cotswolds AONB is the largest AONB in England and Wales and the majority of its area, 81%, is located in the South West.

Special landscape areas and landscape character

3.103 The rich and diverse landscape within Wiltshire has meant that much of the county has been given the non-statutory designation of special landscape area; these are landscapes of county importance. In total the diversity of landscape variations and differences in Wiltshire are represented by 16 landscape types as shown in Map 3.1.

Map 3.2 Landscape types of Wiltshire
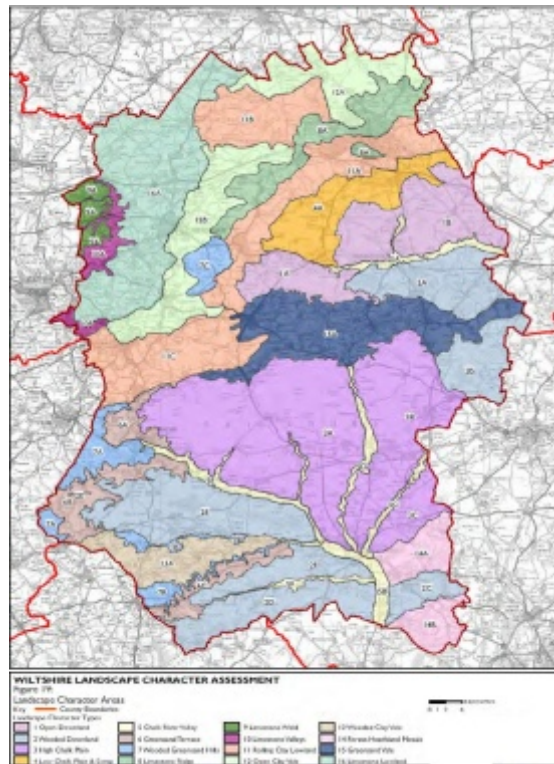
3.104 The national landscape character assessment is carried out by Natural England, and identifies 159 different and distinct landscape character's in England. For each of these areas there is a factsheet, which outline the actions required to maintain the character of each landscape. Map 3.2 and Table 3.12 provide a description of the landscape character assessment for Wiltshire.

Map 3.3 Landscape character assessment

WILTSHIRE LANDSCAPE CHARACTER ASSESSMENT
Figure 3:
Countryside Character Areas identified by the Character of England Map
Key
Wiltshire and Swindon
Other county boundary
Character Area boundary (shaded and labelled)
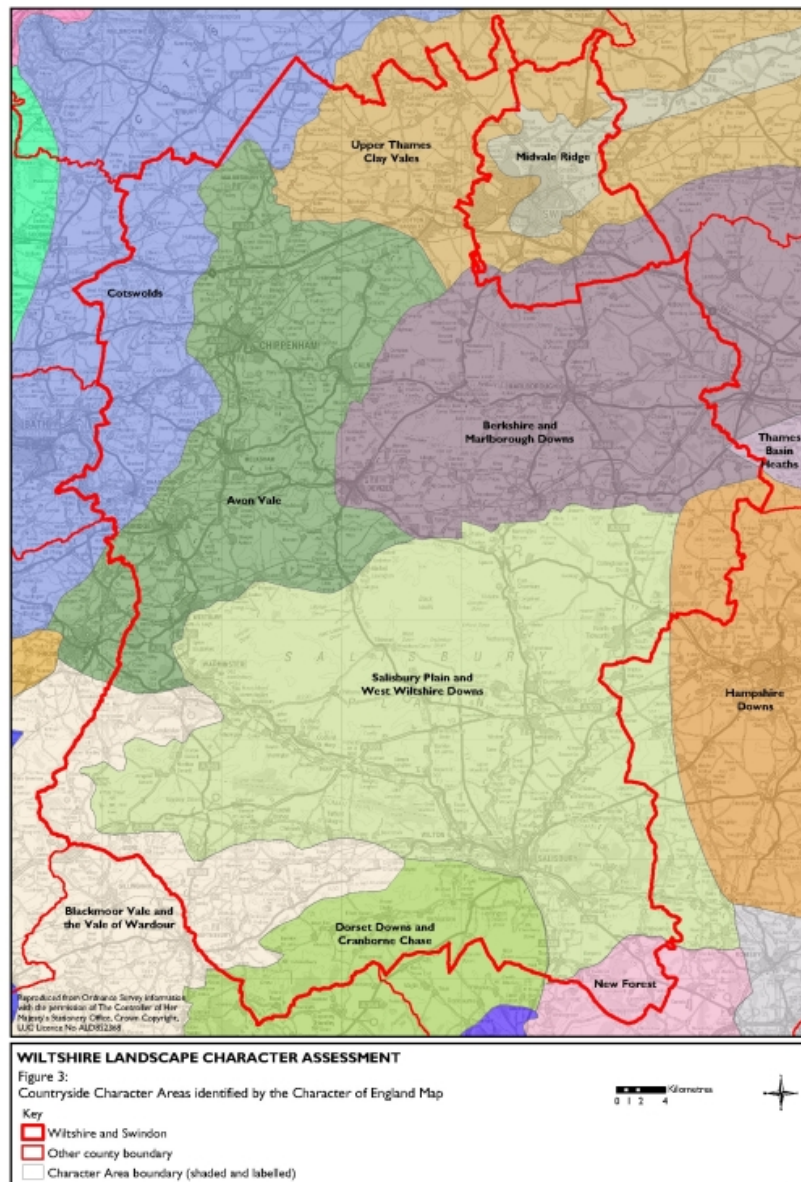
Table 3.12 Landscape character assessment transport related issues.

Character area	Transport related issues
107: Cotswolds	• There is pressure for expansion of villages and for the creation of new rural settlements, particularly those within easy reach of major towns and cities. Much new building has been infilling and unsympathetic in design and materials. Many farm buildings have been converted to residential use. • Tourism and through-traffic have brought a requirement for upgraded roads, bypasses and through-routes with associated upgrading and an increased number of signs for minor routes. • There is pressure for facilities at tourist honeypots, with associated congestion, erosion of footpaths, bridleways and viewing points.

Character area	Transport related issues
108: Upper Thames Clay Vales: Wiltshire	• None identified
116: Berkshire and Malborough Downs	• Pressure for new roads and improvements to existing roads. • Pressure for new motorway services, petrol stations and other associated developments along major routes. • Recreational pressures from conflicting interest between walkers, motor-cyclists and off-road vehicles on downland tracks.
117: Avon Vales	• Several major roads cut through the area and there is pressure for roadside development. Infill between settlements and bypasses or realigned roads is widespread. New roads need to take account of the subtleties in the landform.
130: Hampshire Downs	• Development of major new roads and improvements has significantly diminished the character of the landscape, such as the M3 cutting at Twyford Down.
131: New Forest	• There have been continuous development pressures, in particular for housing, to meet the demand from commuters to the Southampton area. This has meant that some settlements, particularly on the Forest fringe, have grown and lost their dispersed character, whilst the towns on the coast have expanded. • In recent decades the area has grown enormously in popularity as a place to visit for recreation. Volumes of traffic and numbers of visitors have steadily increased, as have the facilities provided for them. This has resulted in minor but widespread changes, for instance through signs, waymarking, gates and car parks which tend to clutter the area. • The widening and fencing of the A31 road has allowed more people to gain access to the area but it also effectively divides the northern part of the Forest from the southern. •
132: Salisbury Plain and West Wiltshire Downs	• There are several trunk roads across the Plain and the A303 runs directly past Stonehenge. There are strong pressures to upgrade the road to dual carriageway at this point and other road improvements could have significant impacts.
133: Blackmore Vale and the Vale of Wardour	• Improvements to the A303 and A30 could have a significant effect on the landscape.
134: Dorset Downs and Cranborne Chase	• Several major roads pass through the area. The associated earthworks, lighting and signs are likely to be particularly prominent in such an open landscape.

3.105 The landscape character assessment of Wiltshire reports that approximately one third of Wiltshire's landscape is in moderate condition, with none in poor condition; in fact most of Wiltshire's landscape is in good condition. On the whole the actions stated in the factsheets are for land owners and countryside managers, however there are some transport related issues and actions which require some attention.

New Forest National Park

3.106 An area to the South East of Wiltshire now forms part of the New Forest National Park. This designation seeks to conserve the wildlife, physical characteristics, cultural heritage, landscape qualities and amenity interest of the New Forest. The New Forest National Park Authority acquired its full statutory powers, functions and responsibilities in April 2006.

Green Belt

3.107 Green Belts have been an essential element of planning policy for over forty years in the UK and the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Approximately 6,980 ha in Wiltshire are designated as Green Belt, which is part of the Bath and Bristol Green Belt. The majority of land is in West Wiltshire (5,180 ha) with the remainder in North Wiltshire (1,800 ha).

Sustainability issues

- Landscape character in Wiltshire provides a considerable contribution to local distinctiveness and is landscape of local and national importance. There are three areas of outstanding natural beauty which cover 43% of the county.

- Wiltshire now forms part of the New Forest National Park.

- Transport can have a negative effect on landscapes and can have a detrimental effect on landscape and townscapes in a number of ways.

Population

3.108 The South West region covers the largest territory of any of the regions in England at 23,837 square kilometres and is home to a modest population of approximately five million. The estimated population for Wiltshire (excluding Swindon) in 2007 was 452,200 (based on mid 2004 figures); which represents a relatively low population density compared with the national average, the region and surrounding areas.

3.109 The low average population density does not take into consideration the various constraining environmental characteristics of Wiltshire that has steered development towards particular places creating dense clusters of development than would be assumed from the figures.

3.110 The distribution of the population plays a significant role in the nature and composition of development in an area, and as such Wiltshire is generally perceived as rural. See Table 3.13 for population changes between 2001 and 2007.

Future population

3.111 As with many other parts of England, the population of Wiltshire (including Swindon) has been steadily increasing, see Figure 3.5 During the period 1971 to 2001, this area has experienced higher growth than at the national level and in relation to the rest of the south west region, reflecting a greater amount of inward migration and the fact that Wiltshire is seen as a desirable place to live. Recent forecasts suggest that by 2026, the region's population could have grown by over 750,000 people over the 2006 base figure, giving a regional population figure of 5.85 million. As far as Wiltshire is concerned the future population growth to 2026 will be distributed unevenly, with west Wiltshire expected to see the greatest increases. See Table 3.13 below.

3.112 The distribution of growth provides an indication of the likely location of the key areas of demand and this will affect the strategic approach to development.

Table 3.13 Population of Wiltshire in 2001 and 2007 with male/female split

		Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	South West	England
All people	2001	74,838	125,372	114,613	118,150	432,973	4,928,434	49,138,831
	2007	78,900	132,100	115,800	125,700	452,600	5,178,000	51,091,000
Males	2001	37,550	60,027	56,120	57,696	213,393	2,405,500	24,165,600
	2007	39,600	65,300	56,500	61,300	227,000	2,526,200	25,114,500
Females	2001	37,288	63,345	58,493	60,454	219,580	2,537,900	25,284,200
	2007	39,400	66,900	59,300	64,400	229,900	2,641,800	25,977,500

Figure 3.5 Population Growth 1991- 2006
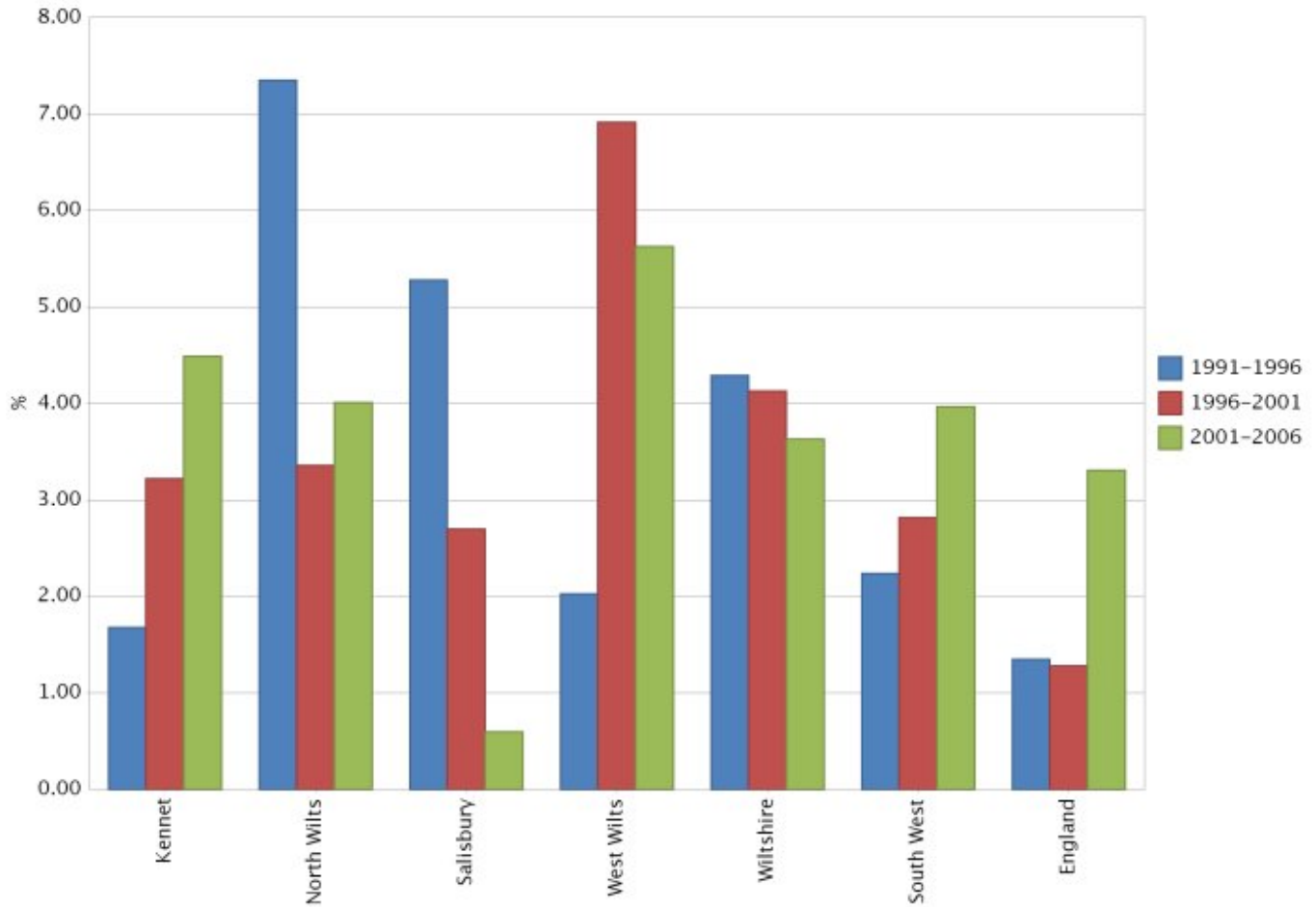
3.113 An increasing population suggests an increasing number of homes, jobs, services and facilities will be needed. In order to ensure the continued development of sustainable communities, these uses must be balanced therefore reducing the need to travel beyond the district for employment, retail and other opportunities.

Table 3.14 Population projections

	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	South West	England
2006	78,200	130,400	115,300	124,800	448,700	5,124,100	50,762,900
2007	78,900	132,100	115,800	125,700	452,600	5,178,000	51,092,000
Mid 2011	81,000	136,200	117,500	132,100	466,800	5,386,400	52,706,400
Mid 2016	84,000	142,100	120,200	139,400	485,600	5,620,400	54,724,200
Mid 2021	87,200	148,200	123,300	146,700	505,400	5,881,700	56,757,000
Mid 2026	90,300	154,100	126,700	153,700	524,800	6,138,900	58,682,000

Population structure

3.114   The South West region has an older than average population compared with other English regions. In 2001, over a million people in the South West were aged 60 and over, almost 24% per cent of the total population. This compares with fewer than 21% in this age group for England as a whole. By 2026 is it expected that the South West will have an increase by over 60,000 to 1.8 million more than 30% of the projected population.

3.115   At the other end of the age spectrum, the number of school children and young adults in the region will almost be static. Although the total population will rise by up to 20%, the number of five to 19 year olds will rise by less than 2%. Clearly this will have implications for employers, for education and for transport.

Sustainability issues

- Wiltshire's population continues to grow and is ageing all the time. This has real implications for the provision of essential services and facilities and the need to ensure all of the elements are made as accessible as possible.

Healthy communities

3.116 Wiltshire's population is relatively healthy compared to the average for England; with life expectancy higher than average as per Figure 3.6. Wiltshire also has a lower standardised mortality rate (SMR) than the national average. In the 2001 census, over 70% of the population of Wiltshire described their health as good, see Table 3.15.

3.117 One of the aims of the Wiltshire Community Strategy is for Wiltshire "to become the healthiest county in which to live by 2012". Over 60% of the Wiltshire population appears in the best quartile in the 'index of multiple deprivation in the health domain' survey which is significantly higher than both the South West and England.

Figure 3.6 Life Expectancy at birth in 2006
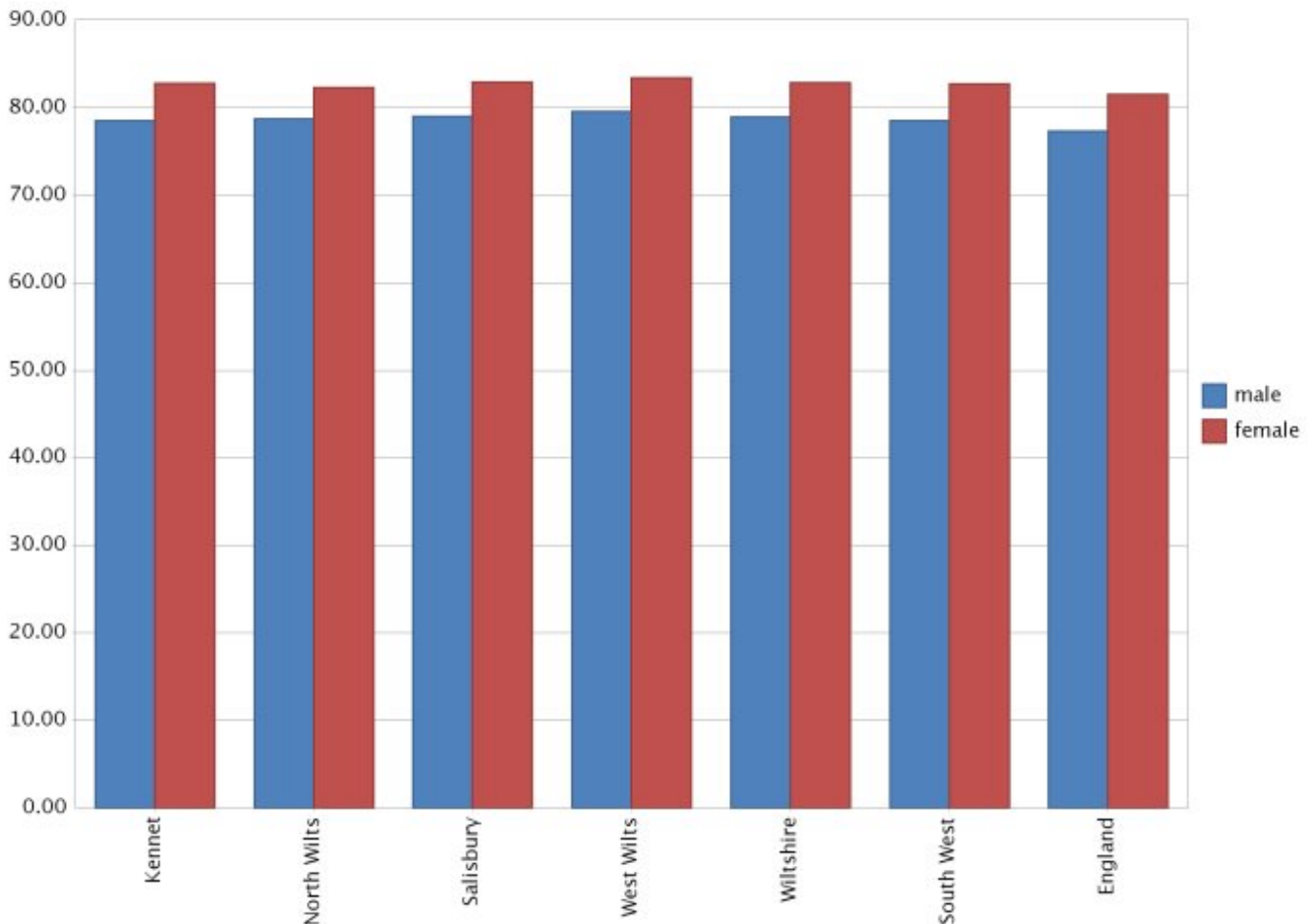
Table 3.15 Percentage of the population with limiting long term illness, and how people consider the state of their health to be

% of people	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	South West	England
Limiting long term illness (all)	14	14	16	15	15	18	18
General health reported as: GOOD	74	74	72	70	72	69	69
General health reported as: FAIRLY GOOD	20	20	21	22	21	23	22

% of people	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	South West	England
General health reported as: NOT GOOD	6	6	7	7	7	9	9

Physical fitness and health

3.118   The 2010 Health Profile for Wiltshire compares the health of the county with the rest of England. Table 3.16 summarises some of the health indicators for Wiltshire. The indicators currently show that approximately 14% of Wiltshire's population participate in physical activity on a regular basis to keep fit, compared to the national average of just over 11%.   The indicators also reveal that Wiltshire's children are considerably more physically active, at 59.5% compared to the national average of 49.6%.

3.119   Additional research is required to consider the role of sport and recreation across Wiltshire for improving health, along with a better understanding of the current level of provision.

Obesity

3.120   Nationally the number of overweight and obese people has tripled over the last two decades and this number is still rising. This trend is likely to continue if people are not stimulated to keep active and provided with facilities and services to do so. Obesity rates are indicative of lifestyle and health inequalities. Providing accessible facilities can encourage healthier lifestyles through increased participation in physical activities. Table 3.16 shows that 25% of Wiltshire's adult population and 7.8% of its child population are considered obese.

Table 3.16 Health Indicators for Wiltshire

Health indicators for Wiltshire		
Indicator	**Wiltshire**	**England**
Physically active adults[1]	14.2	11.2
Obese adults[2]	25.0	24.2
Physically active children[3]	59.5	49.6
Obese children[4]	7.8	9.6
1 = % aged 16+ 2007/08		
2 = % modelled estimated from Health survey for England 2003-2005		
3 = % 5-16 year olds who spend at least 2 hours per week on high quality PE and school sport 2007/08		
4 = % children in reception year 2008/09		

Walking and cycling

3.121   Currently 3% of journeys to work in Wiltshire are made by bicycle. However, given that 60% of trips in urban areas are below 2km in length, there is enormous potential to encourage cycling for everyday activities such as the journey to work.

3.122   Cycling and walking need to play an important role as part of an integrated transport strategy that seeks to promote more sustainable modes of travel whilst reducing reliance on the car.

Rights of way and access to greenspace

3.123   The Countryside and Rights of Way Act 2000 provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases protection for SSSIs, strengthens wildlife enforcement legislation, and provides for better management of AONBs. Wiltshire's network of public rights of way is over 6,100km (3,790 miles) long and together with 27,000 hectares (66,700 acres) of land; provide access to a wide range of landscapes and communities.

3.124   There is little data on access to greenspace in Wiltshire at the present time, however, the Wiltshire biodiversity action plan made some assessment of greenspace within urban areas. It concludes that, currently there are isolated pockets which are of varying standard. Urban greenspace can provide excellent habitat for wildlife while also providing corridors and greenway links to habitats.

3.125   There is also a strong and well documented relationship between health and access to the countryside. There is are many diverse opportunities for physical activity provided by a well-maintained countryside access network. Access to the countryside also makes a direct and positive contribution to a person's well being and mental state.

Road safety and accidents

3.126   Road safety is monitored by looking at the number of people killed or seriously injured (KSI) and the number of children killed or seriously injured. In 2009, there were a total of 235 people killed or seriously injured on Wiltshire's roads and overall there is currently a pattern of decreasing road casualties and road deaths on Wiltshire's roads, see Figures 3.7 and 3.8. However, Figure 3.8 reveals that in 2007 child KSI casualties decreased by a rather unusual amount, which would not normally be expected and this has meant that the following two years have seen a rise on this amount, although both of last two years are still somewhat lower than 2006.

3.127   Progress on improving network safety continues with cluster reviews of accident sites and safety audits of all new schemes and maintenance scheme ongoing.

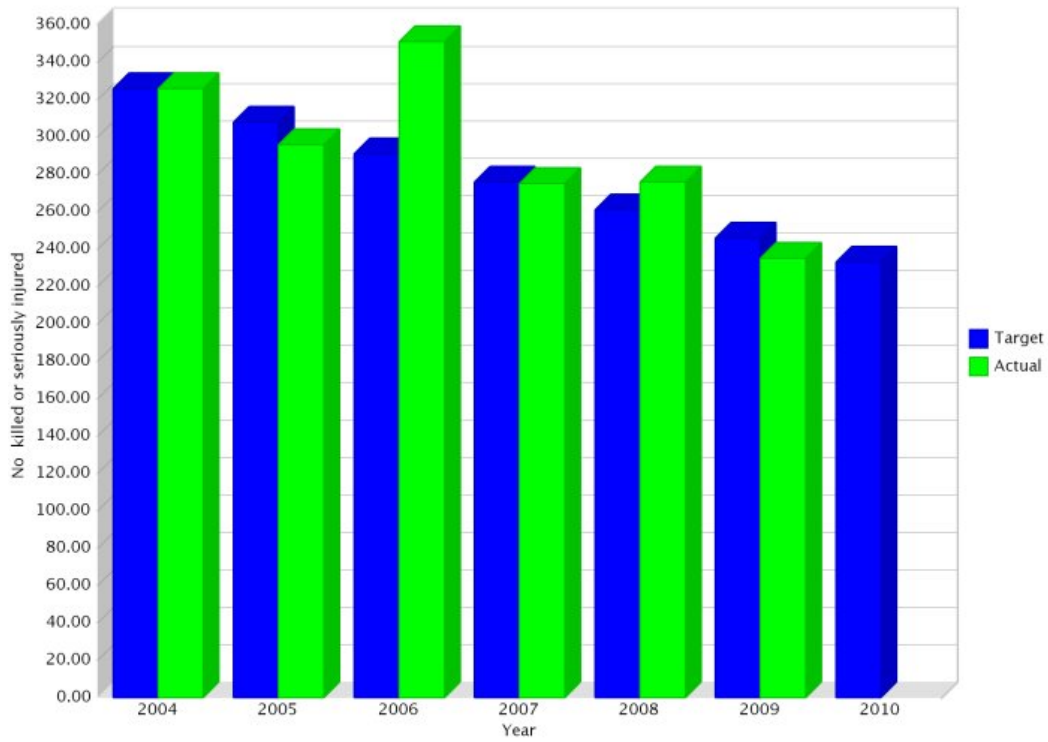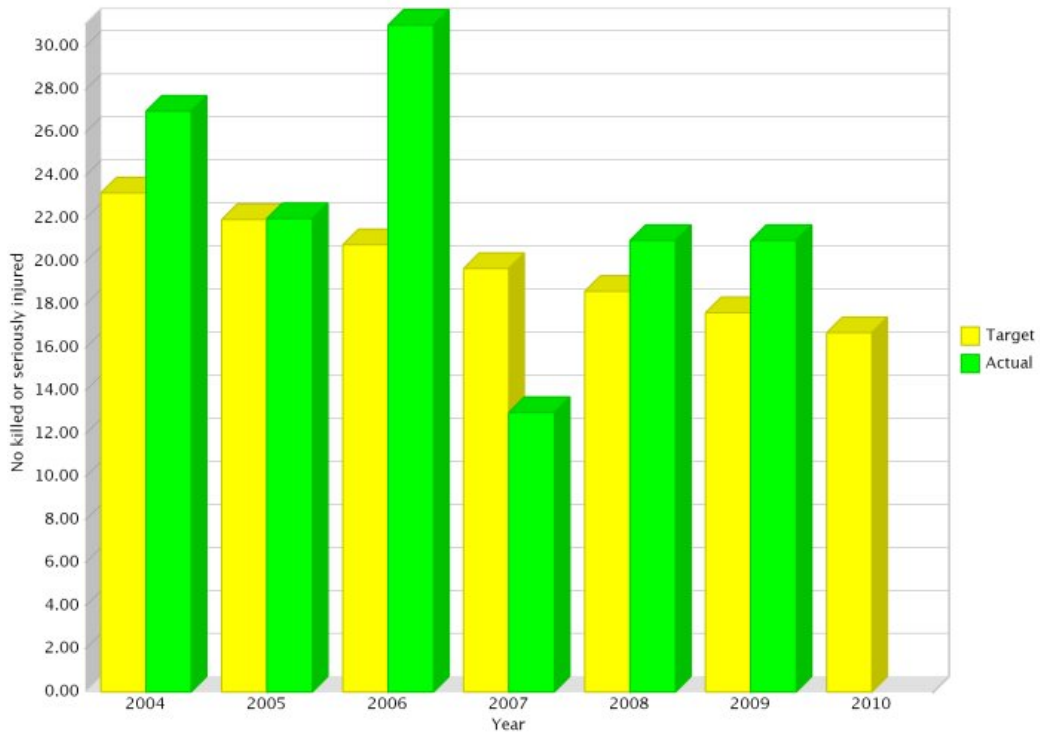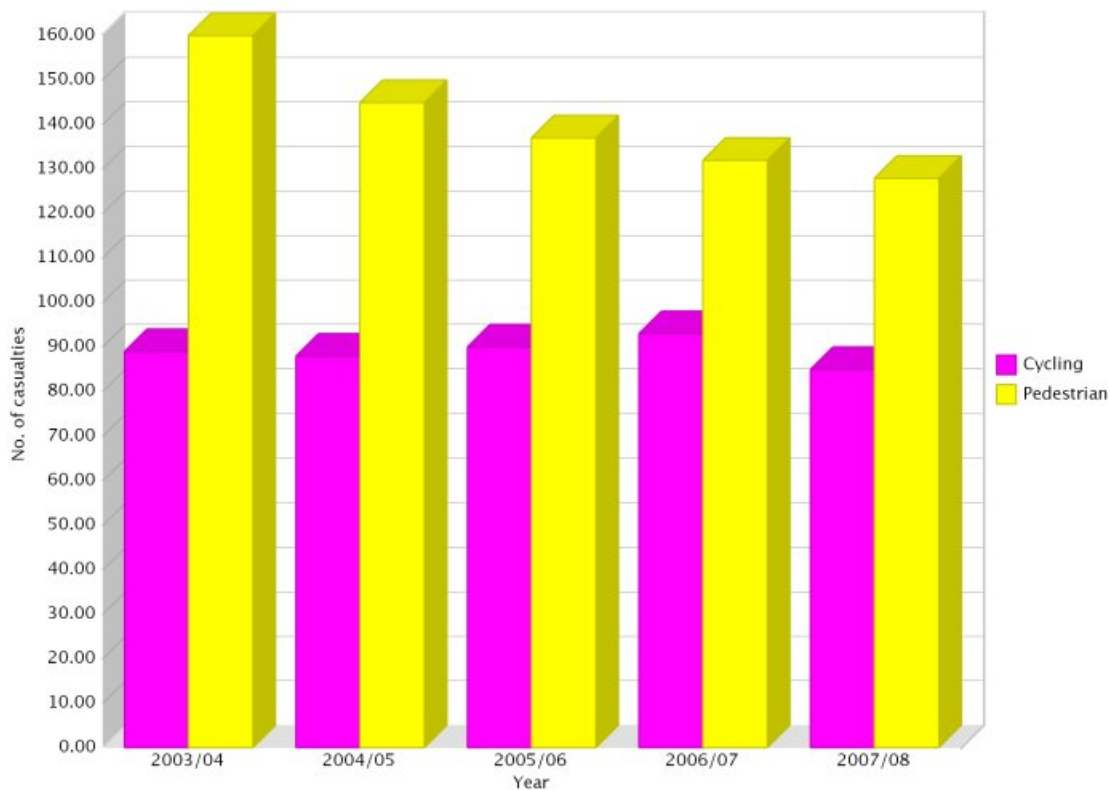**Figure 3.7 Total KSI casualties**

Figure 3.8 Total child KSI casualties

The figures for pedestrian casualties show a positive downward trend as per Figure 3.9, the figures for cyclist casualties also show a general downward trend, although this hasn't not been as consistent as the pedestrian casualties.

Figure 3.9 Cycling and pedestrian casualties

Noise

3.128 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Some of the main sources of noise across Wiltshire are likely to include impacts from increasing levels of traffic on roads and various noise generating activities of the Ministry of Defence. The European Environmental Noise Directive requires European Member States to establish through the process of noise mapping, the number of people exposed to noise above certain levels from major roads, major railways, major airports and large urban areas. Once these areas are mapped the Directive requires member states to adopt action plans to manage noise issues and effects, including noise reduction if necessary.

3.129 The Department for Environment, Food and Rural Affairs (DEFRA) is currently in the process of mapping areas of the country that are most significantly affected by noise. Planning Policy Guidance 24 guides local authorities in England on the use of their planning powers to minimise the adverse impacts of noise. It outlines the considerations to be taken into account in determining planning applications for those activities which generate noise, such has traffic.

Tranquillity

3.130 Tranquillity is important for everyone and over the years it has become harder to experience. It is threatened by the steadily increasing urban areas and the development of the road network and growth in road and air traffic. Tranquillity has many benefits, rural areas rely on tranquil areas to attract visitors, e.g. exposure to rural areas and wildlife is known to be good for our health and there is evidence of the importance of the natural environment in helping people to recover from stress.

3.131 The Campaign to Protect Rural England (CPRE) has produced tranquillity maps for each county in England as shown in Map 3.3. The maps are made up of many different layers of information. Each 500m by 500m square of England has been given a tranquillity score, based on 44 different factors which add to or detract from people's feelings of tranquillity. These scores have been colour

coded – darkest green for those places most likely to make people feel tranquil, brightest red for those least likely. But squares that are the same colour and have the same score may differ markedly in the different 'components' of tranquillity – both positive and negative – which determine their overall score.

Map 3.4 Tranquil areas in Wiltshire
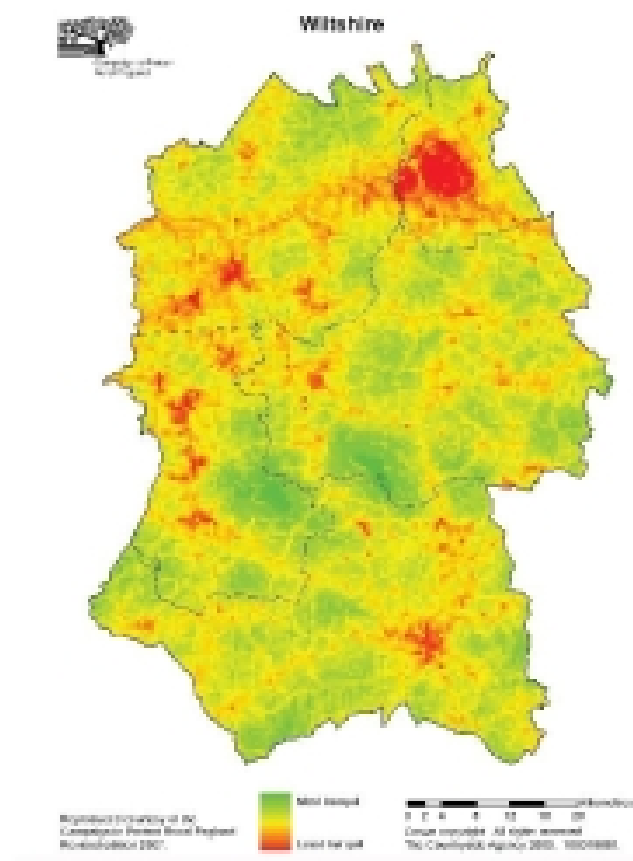
The average scores for all local authorities has been compiled from the map and ranged from +28.6 in Northumberland (the most tranquil) to -79.5 in Slough Unitary Authority. Wiltshire scored 3.04 and features 10th of 87 local authorities.

Crime

3.132   Crime is low within Wiltshire. Nevertheless, there is still a strong perception and fear of crime. Trends indicate that the total number of recorded crimes per 1,000 population has been stable or slightly decreasing over the past 12 months. This is also true of vehicle related crimes, both of these trends are shown in Figure 3.10. In general terms Wiltshire is performing better than the rest of country, but worse than the rest of the South West. Although the level of crime is low, perception that crime has increased is high.

Figure 3.10 Wiltshire's crime offences 2002/03-2009/10
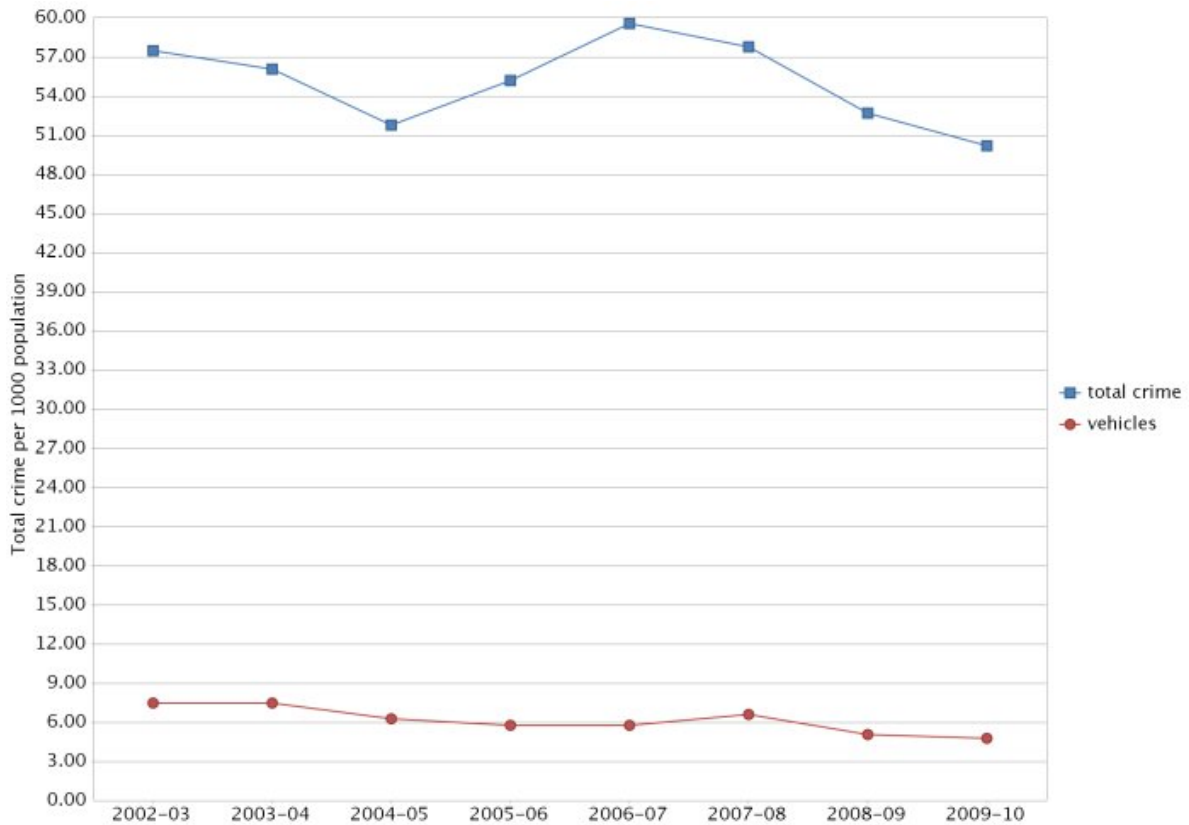
Sustainability issues

- Wiltshire's population is relatively healthy compared with the national picture.

- 14.2% of Wiltshire's adult population are physically active compared to the national average of 11.2% and 59.5%of children are active compared to 49.6% of England.

- Adult obesity in Wiltshire is on a par with the national average, whereas child obesity in Wiltshire is below the national average.

- Only 5.2% of journeys to work are by bicycle in Wiltshire, however there is enormous potential to increases this number.

- Numbers of people killed or seriously injured (KSI) and the numbers of children killed or seriously injured are both decreasing. This is also evident in the number of cycling and pedestrian casualties which are also decreasing.

Inclusive communities

3.133 The concept of inclusive communities embraces a range of issues relating to equality and social cohesion. These include access to housing, services and other opportunities, the needs of particular social groups and the level of active involvement in community activities.

Accessibility in Wiltshire

3.134 The term accessibility can be used in relation to the provision of essential services and facilities to all members of the community, and also in relation to the physical environment and the physical barriers people may face in being able to move about their communities.

3.135 Improving accessibility in Wiltshire is an important and significant challenge because of:

- the rural nature of county

- the centralisation of services and facilities

- increasing car ownership and use

- certain groups not having access to private transport

- the difficulty in meeting accessibility needs in a cost effective way.

3.136 There is a need to ensure that employment, education, health, shops and other essential facilities are accessible to all, and not just those with access to a private car. In Wiltshire there are different factors that affect accessibility to transport and services, especially in rural areas. These are mainly associated with the cost and provision of public transport services, the location and provision of retail and healthcare facilities, and the lack of opportunities to education and employment.

3.137 Failure to recognise and tackle accessibility issues can result in social exclusion for many vulnerable members of society. In recent years the location of new housing has been plotted against the availability of services and public transport. In Wiltshire in 2008 the majority of new residential development is within easy access of key services see Table 3.17. In order to maintain and improve sustainability, future housing development needs to take into account the location of services and to consider constructing additional services where needs are not met by existing services.

Table 3.17 Percentage of new residential development within 30 minutes of public transport travel time to essential services

Services	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
GP	98.6	98.1	93.8	99.7	98
Hospital	64.7	63.2	15.9	96	65.1
Primary school	99.4	99	99.6	100	99.5
Secondary school	81.2	95.2	78.8	99.2	90.3
Employment area	100	95.6	88.7	99.1	89.8
Retail centre	82.1	91.1	82.3	99.1	89.8
All services	53.8	63.2	15.7	95.7	62.4

Car ownership

3.138   Car ownership and use are high in Wiltshire and across the south-west in general, reflecting the rural nature and lack of access to services in these areas, see Table 3.18. Between 1981 and 2001 there was a 92% increase in the number of cars in Wiltshire, and in 2001 just 16% of households did not have access to a car.

Table 3.18 Car ownership in Wiltshire, the South West and England in 2001

	All households	No car	1 car	2 cars	3 cars	4+ cars	Total cars
	2001	2001	2001	2001	2001	2001	2001
England	20,451,427	5,488,386	8,935,718	4,818,581	924,289	284,453	22,607,629
South-west	2,085,984	421,517	963,145	554,149	111,469	35,705	2,565,747
Wiltshire	176,665	28,433	77,396	55,287	11,665	3,874	240,375
Kennet	29,565	4,276	12,615	9,736	2,249	689	41,910
North Wiltshire	50,275	7,243	21,174	17,090	3,538	1,230	71,449
Salisbury	47,408	8,261	21,240	13,908	2,987	1,012	62,650
West Wiltshire	49,409	8,653	22,367	14,553	2,891	945	64,334

Travel to work patterns

3.139   Most rural counties have a certain amount of out-commuting and in recent years housing and employment trends in Wiltshire has resulted in an ever increasing car dependent society, where out-commuting to larger towns and cities is now common place. Wiltshire, because of its closeness to several larger employment centres, has established commuting links to Bath, Swindon, and Andover, with lesser links to Bristol and Southampton/Eastleigh/Romsey. In 2001 the number of out-commuters stood at 52,344, a 61% increase from 1991, this equated to 24% of the employed population where 62.5% were males.

3.140   Over time commuting patterns have become more complex and disparate which has implications in terms of accessibility, with average commuting distances increasing both nationally and locally. This trend is reflected in data from the 2001 census which indicates that on average Wiltshire residents are more likely to drive when compared to the rest of the nation and that significantly fewer people use the bus as shown in Table 3.19. The 2011 census will indicate whether this position has since changed.

Table 3.19 Travel to work modes of transport in Wiltshire and England, 2001

Mode	Wiltshire	England
Motor vehicle	67%	62%
Public transport	5%	15%
Bicycle	4%	3%
Foot	12%	10%

Mode	Wiltshire	England
Other	1%	1%
Work from home	11%	9%

Rural communities

3.141   Wiltshire is a large rural county with over 350 villages and hamlets outside the urban areas. Recent trends towards the centralisation of services in larger towns have disadvantaged those living in rural areas, especially those without access to a car. Those areas of the county that suffer the most with poor levels of accessibility are often rural households on low incomes facing higher living costs from residing in the countryside who find it difficult accessing employment, education, health facilities, shops and leisure facilities.

3.142   A closer look at the state of services and facilities shows that accessibility is most definitely a key concern in rural areas, for example, The Rural Facilities Survey for Wiltshire (2008) identified:

- Since 1976, there has been a significant decline in the number of villages that offer all four basic facilities, i.e. general food store, journey-to-work public transport, post office and primary school.

- The number of settlements with primary schools have declined by approximately 30%, and about 66% of villages have lost their general food store and 50% of post offices have closed.

- The number of settlements recording the presence of a large variety of community facilities has fallen since 2005.

3.143   The Commission for Rural Communities Rural Data Series (2009) also shows that:

- 8% of rural households in Wiltshire live more than 6kms from a principle GP site and 4% live more than 14kms from a hospital.

- 2% of households in rural areas live more than 4km from a primary school, 31% live more than 6kms from a secondary school and 56% live more than 10kms from a principle job centre.

- 4 per cent of households are more than 4kms from a post office, 30% are more than 4kms from a convenience store, 37% are more than 4kms from a supermarket and 30% are 4kms from a free cash machine.

3.144   Table 3.20 below shows a range accessibility concerns between rural and urban Wiltshire, where 'Rate' refers to the proportion of the population and 'Share' refers to the proportion of the 41065 population in rural areas.

Table 3.20 Comparison of rural Wiltshire vs. urban Wiltshire

	Rural Wiltshire			Wiltshire	
	N	Rate	Share	N	Rate
All households	87,022	-	49.3%	176,655	-
Households with no car or van	10,089	11.6%	35.5%	28,432	16.%
No car households 60+ mins by public transport from hospital	5,187	50.8%	34%	15,259	52.6%
No car households 60+ mins by public transport from FE institution	1,555	13.9%	48%	3,237	15%
Households 6+km from principle GP site	7,617	8.2%	100%	7,620	4%
Households 10+km from principle job centre	49,973	54%	93.1%	53,667	28.1%
Households 6+km from secondary school	24,301	26.3%	100%	24,302	12.7%

3.145   Whilst accessibility for the county has improved overall there are still accessibility problems in rural areas with many bus services being unable to access out of town facilities such as supermarkets, health or leisure facilities, as well as an overall lack of services outside the main daytime operating times during the evenings and on Sundays. Map 3.5 below shows the access to the main centres in Wiltshire. The west and north of county generally have greater accessibility then the east and south, particularly the South West corner where accessibility is poor.

Community severance

3.146   Community severance is defined in the design manual for roads and bridges as the "separation of residents from facilities and service they use within the community caused by traffic flow". It also includes those residents which are separated from one another as a result of high levels of traffic flow.

3.147   The council monitors traffic flows on a regular basis through its network of automatic traffic counters (ATCs) and other manual surveys. A web-based traffic report is currently being developed by the council to present this information.

Map 3.5 Access to town centres using public transport, walking and cycling
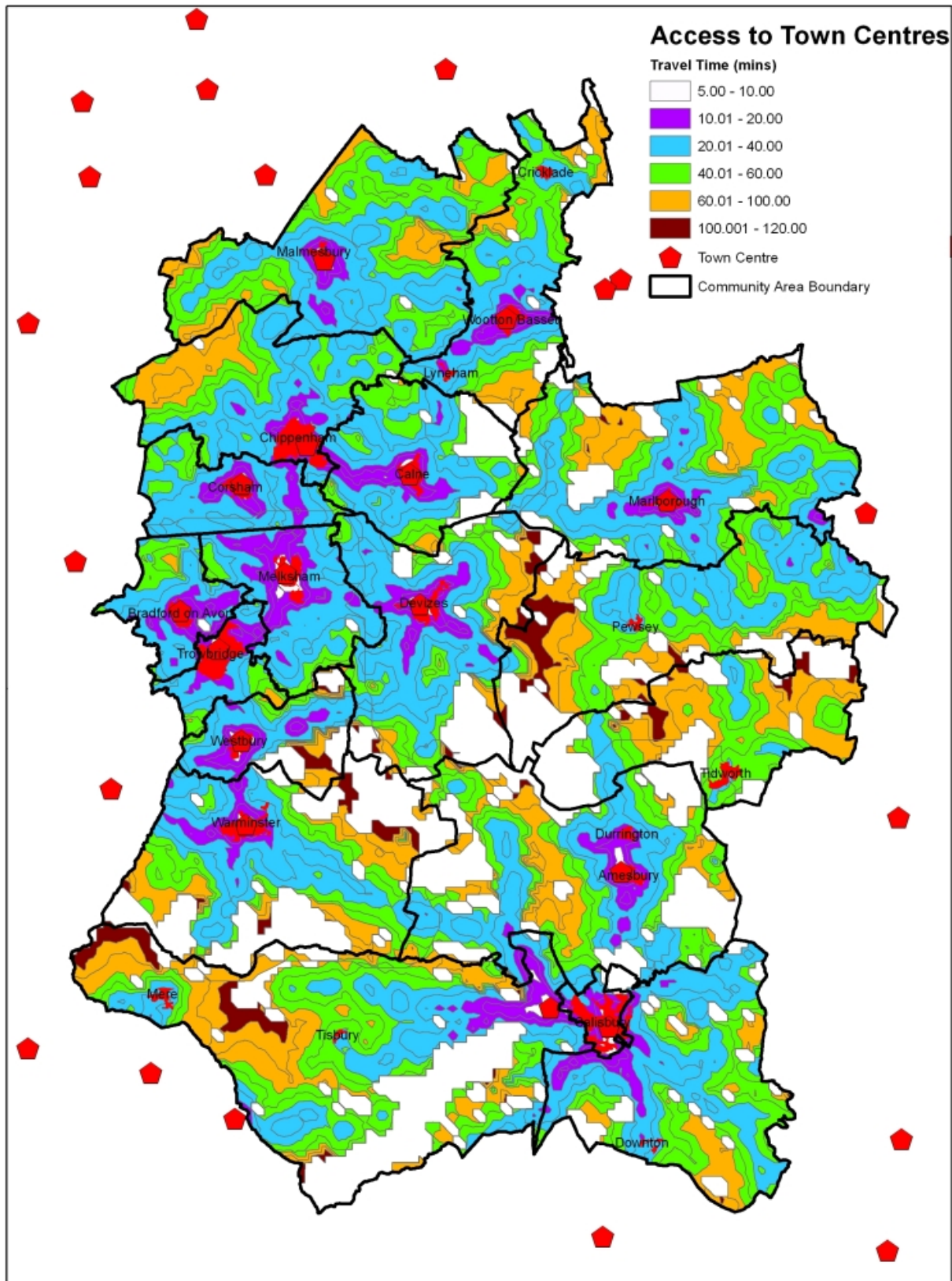
Access to Town Centres across Wiltshire

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Wiltshire Council
Where everybody matters

0 1 2 4 6 8 Miles

Sustainability issues

- Wiltshire is a predominately rural county, which makes affordable accessibility to services challenging.

- Car ownership and use is high in Wiltshire.

- The average commute to work has increased steadily since 1991 and out-commuting is now common place for Wiltshire's residents.

Transport

3.148   The large area covered by the county, and its geographic position in relation to nearby major economic centres, results in a wide range of transport related problems and issues which need addressing and resolving. Due to its rural nature, the area has a vast network of country lanes and other rural routes, many of which have evolved from historic tracks or droving routes. Consequently, many of these routes are unsuitable for coping with modern day traffic, particularly HGVs. Wiltshire Council has the opportunity to limit the impact of traffic in rural areas, through such measures as the introduction of speed limits in rural communities and working with freight operators.

Wiltshire's transport network

3.149   Wiltshire is a predominately rural, land-locked county on the eastern edge of the South West region, adjoining the more economically active South East region. The M4 motorway runs through the north of the county and directly connects Wiltshire to London, Swindon and Bristol. Wiltshire has access to other areas of the South West, such as Somerset, Devon, Cornwall and Gloucester through the M4's connection with the M5 motorway. The M5 also connects Wiltshire to the Midlands and the north. Other major routes in Wiltshire include the A303 trunk road which spans east to west and the A350 and A36 which link the north of the county with the south.

3.150   Wiltshire Council is responsible for maintaining 4,381 kms of road in the county. Previous under investment provided to the former County Council for road maintenance, as well as increased wear and tear on the highway network through increased traffic volumes, has led to sections of the network being below national standards for structural condition and skid resistance. Road maintenance also often leads to acute local congestion and increased journey time unreliability; which can have a major detrimental effect on the local economy.
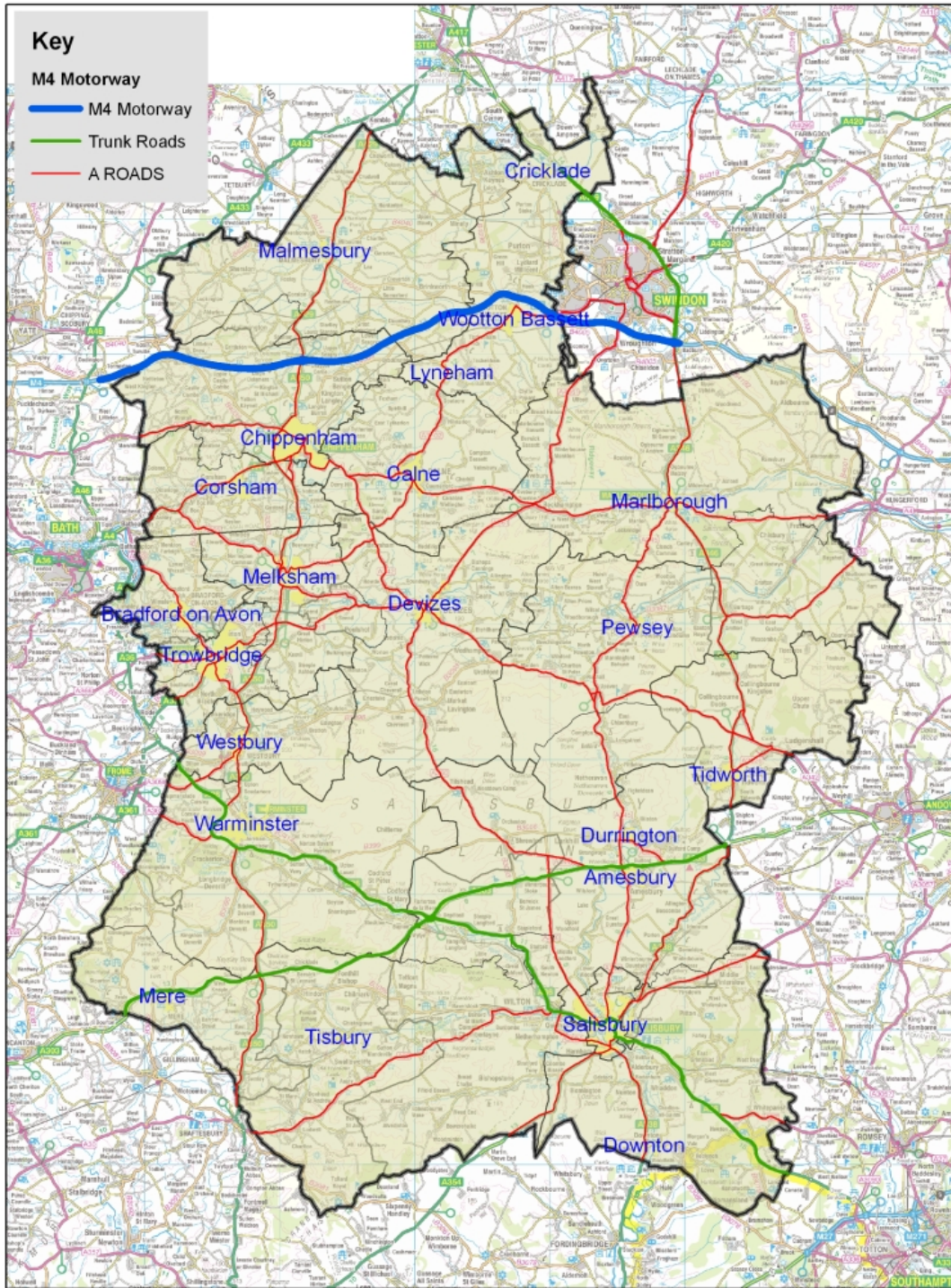
3.151   Some of the main highway routes in the county are unsuited to the volume and weight of traffic carried and this has given rise to some local congestion, relatively low inter-urban journey speeds and journey time unreliability issues. See Map 3.4 for the main transport network in Wiltshire. This has resulted in some societal impacts such as community severance and environmental impacts in terms of increases in vehicle emissions and air pollution. In both urban communities and rural areas, such conditions can devalue the quality of life and act as a major inhibitor to walking and cycling through increased and perceived dangers, and to public transport by increasing journey times on services.

A350 Journey time reliability

3.152   The council does not currently have the necessary data to monitor journey time reliability directly and therefore use is made of proxy measures - a basic journey time survey and measure of how often journeys on the A350 are affected by multiple roadworks.

Car ownership

3.153   Car ownership has a direct impact on the ability of individuals to access key goods, services and employment. Car ownership is high in Wiltshire reflecting the rural nature of the county. Between 1981 and 2001 there was a 92% increase in the number of cars in Wiltshire, and in 2001 just 16% of households did not have access to a car, see Figure 3.11.

Wiltshire's Road Network

Key

M4 Motorway
— M4 Motorway
— Trunk Roads
— A ROADS

Cricklade

Malmesbury

Wootton Bassett

SWINDON

Lyneham

Chippenham

Calne

Corsham

Marlborough

Melksham

Devizes

Bradford on Avon

Pewsey

Trowbridge

Westbury

Tidworth

Warminster

Durrington

Amesbury

Mere

Salisbury

Tisbury

Downton

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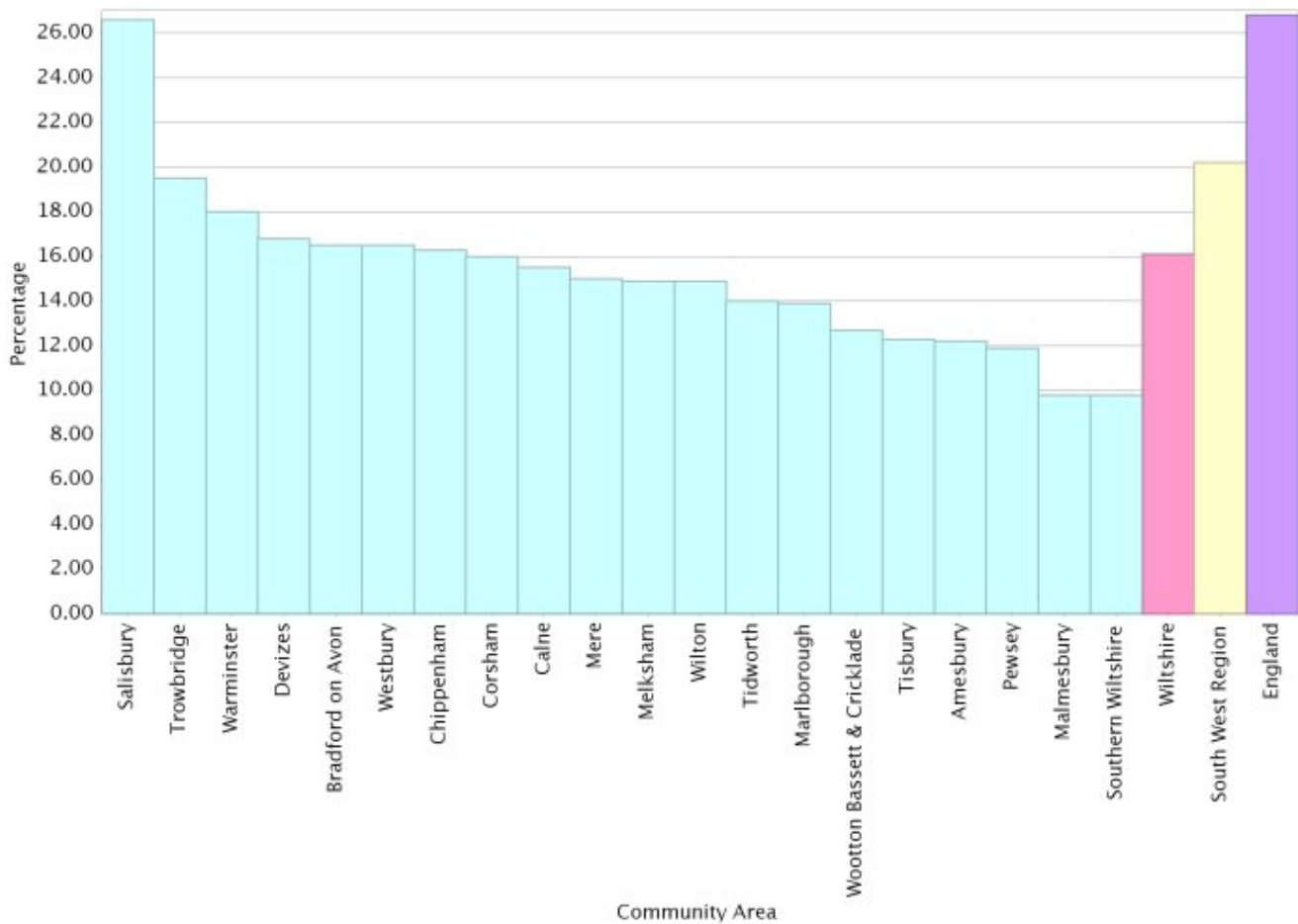
Wiltshire Council
Where everybody matters

0 1 2 4 6 8 Miles

Figure 3.11 Percentage of households without access to a car or van in 2001

Walking

3.154   Walking is not as extensively studied as motor vehicle traffic, and useful information on the extent and purpose of walking journeys is limited. From the 2001 census, about 16% of journeys to work by residents of urban areas in Wiltshire were made on foot. Overall, the proportion of journeys to school made on foot is close to the regional average, and has been recently increasing slowly.

3.155   The LTP progress report 2008 shows that walking in Devizes and Salisbury has increased with the 2007/08 figure for Devizes being just below the trajectory target. Unfortunately walking in west Wiltshire continued to slowly decline and was when last reported was someway off the trajectory target for 2007/2008.

3.156   The rights of way network has nearly 3600km of footpaths exclusively for walkers in Wiltshire. (This does not include byways, nor footways on public roads). This compares with around 4400km of roads under the responsibility of the council. There is very little data available on the use of the rights of way network, nor of walking for leisure on any routes in Wiltshire.

Cycling

3.157   The number of cycling trips in Wiltshire has remained fairly stable since 2001. This is similar to national trends. Due to the way cycling is monitored, small variations each year are unlikely to be significant.

3.158 Wiltshire has large rural areas where cycling may be less practical due to the larger distances involved. However, 49% of the population live in urban settlements or large market towns, and by 2026 many of these may have grown in size. Improved interchange with buses and trains, and 'park & cycle' schemes can make cycling more viable for rural areas.

3.159 Lyneham has the highest rate of cycling to work at 13%. Other areas with high proportions of cycling to work (6-9%) tend to be parts of Salisbury and Chippenham or around military bases e.g. Tidworth, Melksham, Bulford, Warminster, Harnham, Colerne, Calne, and Chippenham Redland. This correlates with higher proportions of people living less than 2km from their place of work in these areas. Despite being one of the largest settlements in Wiltshire, only 3-5% of people cycle to work in Trowbridge. There are also large areas of Chippenham and Salisbury where cycling is at similar levels.

3.160 There is great potential to increase cycling in Wiltshire, particularly through replacing short car journeys. This is most feasible for trips under 8km (30 minutes), although it can also form a part of longer journeys. 40% of people in Wiltshire live within cycling distance of work, yet only 3% cycle. Only 10% walk and 2% take the bus to work so it is clear that there are a large proportion of journeys which could switch from car to cycle.

3.161 Research shows that cycling is more popular in higher income households. Wiltshire's relative affluence and high levels of cycle ownership offer a good opportunity to increase levels of cycling. 43% of people in the UK own a bike yet only 15% of people say they use a bike at least once a week. Ownership levels are highest amongst under-16s and higher income quartiles which generally correlates with higher usage levels. Lack of knowledge about maintenance or concerns about breakdowns may be more of a barrier than bike ownership.

3.162 The council will continue though the LTP process and developer contributions, to seek opportunities for the development of the defined pedestrian and cycle networks for each of the main towns, as well as the programme of pedestrian and town centre accessibility improvements.

Public transport

3.163 Public transport in Wiltshire accounts for six% of journeys to work, which is a greater proportion than the average for the south west. However, this is half the national average suggesting scope for public transport to carry a greater proportion of trips in the county.

3.164 Increasing car ownership levels have given rise to greater flexibility for many social, leisure and employment activities as well as many facilities now being located on the edge of urban areas. Public transport is mostly unable to meet these changes, both in terms of service frequency and geographic coverage, thus leaving those without access to a car disadvantaged. For many trips there is no public transport alternative, or, the cost and perceived inconvenience leads car owners to choose to bear the marginal extra motoring costs.

Buses

3.165 Bus services in Wiltshire are provided for by nearly 40 different operators, with no single company being dominant across the county. The majority of services are provided on a commercial basis with the remainder being tendered revenue supported services. The tendered services are usually found in the rural areas and/or outside normal daytime hours, mainly being early morning, evening or Sunday services.

3.166 The number of bus passenger journeys has risen by 23% since 2005/06 to over 12 million a year, this is largely but not only as a result of increased travel by the over 60's following the introduction of the free travel scheme.

3.167 The proportion of the rural population with access to an hourly or daily weekday bus service has remained stable, due to the extra funding that has been allocated for bus revenue support. However, due to a change in the method of calculation, it has been necessary to re-base the hourly service index and the new figures are somewhat lower than those previously calculated.

3.168 See Table 3.21 for bus usage data in Wiltshire.

3.169 The proportion of bus routes operated by low floor vehicles has increased from 11% in 2005/06 to 21% in 2007. However, both figures appear low due to the relatively large number of small rural and school services, which are less likely to be a priority for low floor conversion. The proportion of Key Bus Route services that were low floor operated in 2007 was 64% compared to 41% in 2005.

3.170 Currently around a third of services are subsidised by Wiltshire Council, which is a significant demand on the annual revenue budget. Additionally tender prices have risen considerably over recent years due in part to the lack of qualified bus drivers and rising fuel prices. Future increases in tender prices pose a real threat to maintaining the existing coverage of bus services in the county.

Table 3.21 Bus usage in Wiltshire

Indicator	Year	Bus usage
Proportion of rural households within 800m of a bus stop with a daily or better bus service	2003/2004	90%
	2004/2005	90%
	2005/2006	90%
	2006/2007	90%
	2007/2008	91%
Proportion of rural households within 800m of a bus stop with a hourly or better bus service	2003/2004	64%
	2004/2005	65%
	2005/2006	66%
	2006/2007	53%
	2007/2008	54%
Number of bus passenger journeys (millions)	2003/2004	8.76
	2004/2005	9.3
	2005/2006	9.74
	2006/2007	11.69
	2007/2008	12.04

Bus punctuality

3.171   The latest progress report (2008) shows that while bus punctuality remains on track the impact of slowly rising traffic levels on the road network as a whole is beginning to have an effect on bus service reliability, and several routes have required additional running time to be inserted in the timetable. On at least one route this has led to significantly increased costs as an extra vehicle was required to maintain the existing regular frequency.

Community transport

3.172   Community and voluntary transport schemes play an important role in supplementing conventional services where socially necessary needs cannot be provided in cost effective manner. The 2008 LTP Progress Report shows that the proportion of the rural population who are served by a Link or other voluntary car schemes has increased to 94% as a result of new and expanded scheme

Passenger rail

3.173   Rail travel is increasingly popular, monitoring of rail patronage in Wiltshire has indicated a sustained growth in the number of rail passenger journeys over recent years. The LTP 2008 progress report indicates that rail passenger trips have increased by 17% since 2003, despite a slight decrease in 2007, as shown in Figure 3.12. This was due to timetable changes following the award of the new Great Western Franchise.

Figure 3.12 Rail growth - passenger counts
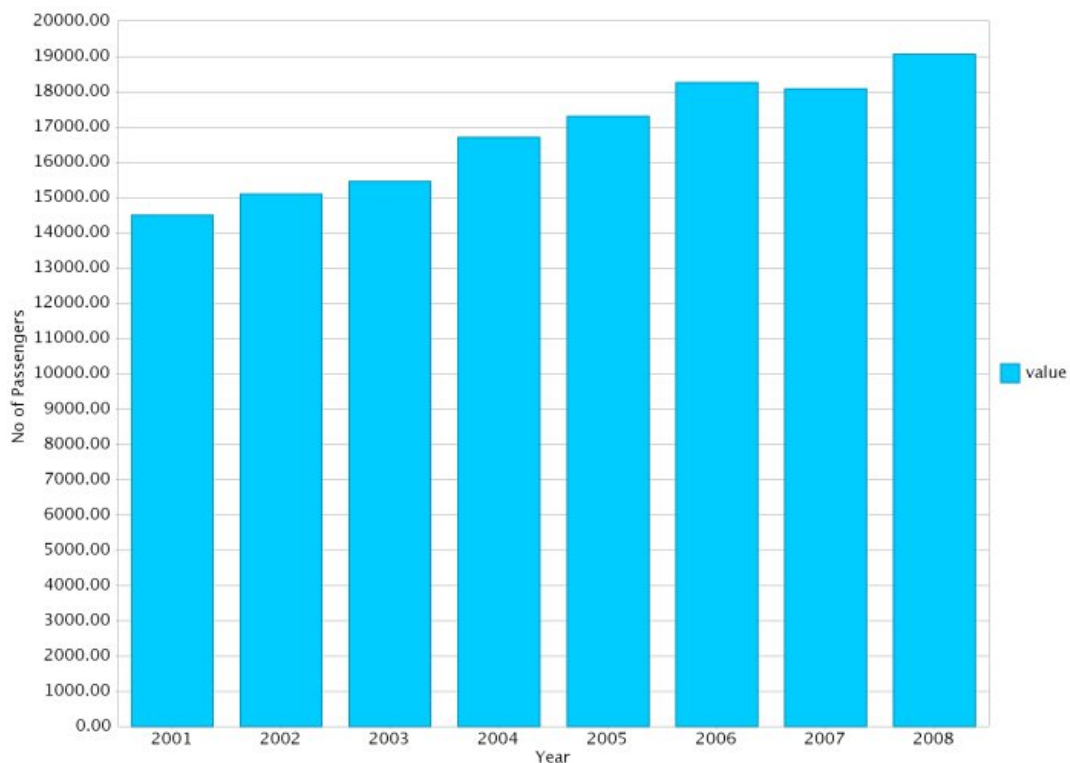
Information and marketing

3.174   The council continues to provide information about local transport services through a variety of methods, and will work with regional partners to upgrade the Traveline website. The existing real time passenger information system will also be upgraded.

Transport interchanges

3.175   Transport interchanges across Wiltshire are generally of a low standard with considerable investment required to create quality facilities. Recent improvements include enhancements to the main bus interchange in Trowbridge town centre for pedestrians, cyclists and public transport users, and improvements to Chippenham station forecourt which now provides better integration of bus and rail services.

Parking

3.176   There are three broad categories of car parking in Wiltshire:

- On-street – this is parking within the adopted highway boundary that is regulated by the council acting as highway authority. Enforcement of on-street parking regulations has historically been carried out by the Police but following the introduction of civil parking enforcement (CPE) is now carried out by the council.

- Public off-street – these are parking areas provided by the council which are open for use by the general public. Typically users are charged according to length of stay.

- Private off-street – parking that is privately owned for use by residents, employers, retailers, etc.

3.177   The majority of parking within Wiltshire's market towns and villages is typically a mixture off-street, publicly operated car parks and/or on-street parking. Typically, the parking stock is supplemented by large car parks operated by supermarkets and other smaller privately operated car parks. Many of Wiltshire's towns have a supply of free or relatively cheap public parking, as well as large amounts of private non-residential parking. While these characteristics may be identified as doing little to support sustainable transport objectives, there are responsibilities to maintain and enhance local economies and avoid wasteful competitions between different locations.

Freight management

3.178   Road freight distribution by the use of Heavy Goods Vehicles (HGV), smaller lorries and vans are by far the most widely used form of distributing freight in the county. Approximately 85% of freight in Wiltshire is distributed via this means, which is in line with national distribution patterns. Due to the rural nature of the county, freight movements have a noticeable impact upon the road network, as the roads which are used to access businesses and homes are, in instances, neither designed or always suitable for freight movements.

3.179   The need to provide an efficient distribution system can have an adverse impact on the local environment. This has resulted in increased vehicle emissions from road based freight traffic, increased noise, vibration, pollution, and deteriorating air quality. It also results in freight vehicles using inappropriate roads in sensitive rural areas or along residential roads. Work through the Freight Quality Partnership and the Freight Assessment Priority Mechanism seek to ensure that not only is best practice followed by the freight industry but that congestion and safety is reduced through better a managed road network for HGV's and other delivery vehicles.

3.180   A study by the former Wiltshire County Council, found that 86% of freight trains in Wiltshire travel through the county and there are no rail freight movements with both end trips in Wiltshire. Freight movements in the county consist predominantly of the Somerset quarry traffic routed via Westbury to London or Wootton Bassett. There is also movement of oil tanks through the county from Hampshire and freight movements from Avonmouth/ Portishead and South Wales on the Great Western mainline, as well as freight from Didcot in the other direction towards Cardiff.

3.181   Rail freight can provide distinct benefits to business, society and local authorities over road based transport. Road based congestion and associated road maintenance could be reduced if significant transfer to rail could be achieved. However, rails biggest advantage is the environmental benefits that can be achieved. Using rail freight produces 3.4 times less CO_2 per tonne-km than road transport, which means that switching to rail freight gives a 70% reduction in CO_2 emissions compared to the equivalent road journey.

3.182   There is currently no known movement of freight on the canal system in Wiltshire. The canals are primarily used for leisure and recreational purposes.

Sustainability issues

- Some of the main highway routes in Wiltshire are unsuited to the volume and type of traffic carried which has given rise to a number of issues, such as local congestion and journey time reliability.

- Car ownership is high and in 2001 there was a 92% increase in the number of cars in Wiltshire.

- Wiltshire has large rural areas where cycling may be less practical, however 49% of the population live in urban settlements where there is much potential to increase cycling in these areas.

- Future increases in tender prices pose a real threat to the maintenance of existing bus services in the county.

- Road based freight has a noticeable impact on the road network, particularly in historic towns and areas where roads and streets were not designed for large freight vehicles.

Economy and enterprise

3.183 The local authority area for Wiltshire contains three strategically significant cities and towns (SSCTs) as set out by the former regional spatial strategy for the South West. These are Chippenham, Salisbury ad Trowbridge and should be the focus of both housing and employment development in the future. There is also a strong relationship with other SSCTs in neighbouring authorities, such as Bath, Bristol and Swindon.

Employment opportunities

3.184 The employment rate in Wiltshire during the period January 2006 to December 2007 was 79.2%, above both the regional and national averages (78.2% and 74.4% respectively). Wiltshire has a high proportion of people of working age in employment compared to the national average; this is particularly true of Salisbury and North Wilts where 82.3 and 82% of working population is currently in employment respectively.

3.185 In recent years the population of parts of Wiltshire has grown substantially, although this has generally not been matched by increases in employment opportunities, consequently out-commuting has increased.

Earnings and commuting

3.186 Wiltshire has a high proportion of people of working age in employment compared to the national average; this is particularly true of Salisbury and north Wiltshire where 82.3 and 82% of the working population is currently in employment respectively. However, with exception of Salisbury, there seems to be a low containment rate across Wiltshire with almost 40% of those employed in Kennet and North Wilts travelling out of the district to their place of employment. This compares unfavourably to neighbouring authorities such as Bath and North East Somerset where only 25% travel out the authority area. However this data is from the 2001 census and therefore may not be a current reflection.

3.187 The pattern of out-commuting in professional services in Wiltshire is reflected in these indicators where people in residence earn higher than the national average where as by work place the result for Wiltshire is lower than the national average. Overall there are significantly less people on job seeker allowance in Wiltshire than the national average.

Tourism in Wiltshire

3.188 Tourism accounts for 10% of the GDP of the South West and supports over 300,000 jobs. This sector is of great value in Wiltshire and offers the potential for future growth. Salisbury is particularly recognised as a nationally important tourist destination with over 800,000 visitors to the nearby Stonehenge in 2004.

3.189 In 2005, the total numbers of trips to Wiltshire, both day and staying, was 12,563,000. The total visitor related spend was £725.9 million and the number of people directly employed through tourism in Wiltshire was 12,920.

3.190 Table 3.21 below shows how Wiltshire compares with other counties in the South West in terms of staying visitors and day visitors. This clearly shows that Wiltshire has the lowest share of revenue for staying trips/nights and day trips, compared with all other counties in the South West. The number of day trips is above that of Cornwall but Wiltshire has the lowest numbers of staying trips and staying nights. There is a definite opportunity for Wiltshire to capitalise further on its tourism potential.

Table 3.22 Table AB.21 Tourism comparison in the South West in 2006

County	Staying trips	Staying nights	Day trips	Total spend staying/trips (£m)	Share of revenue (%)
Wiltshire	1,860,000	6,042,000	10,703,000	679.2	8
Cornwall	4,577,000	25,101,000	9,780,122	1567.8	18.5
Devon	5,630,000	24,286,000	19,751,722	1912.2	22.6
Dorset	3,789,000	16,216,000	14,079,612	1239.9	14.7
Somerset	2,659,000	10,115,000	13,705,909	951.5	11.3
Former Avon	3,180,000	10,038,000	15,597,000	1338.4	15.8
Gloucestershire	1,387,000	6,128,000	10,845,000	766.7	9.1

Sustainability issues

- In recent years the population of parts of Wiltshire has grown substantially, although this has generally not been matched by increases in employment opportunities. Consequently out commuting has increased.

- There is a definite opportunity for Wiltshire to capitalise further on its tourism potential, however this will require consideration where increased transport and travel is implicated.

4 Task A3: Identifying environmental problems and opportunties

Task A3: Identifying environmental problems and opportunities

4.1   This stage of the Scoping Report is concerned with identifying the key environmental problems and opportunities in Wiltshire.

4.2   The review of other plans and programmes, and the collection of environmental baseline data have been used partially as a way of identifying environmental problems that could be addressed by, or affect, the strategies and measures developed in the LTP.

Table 4.1 highlights the environmental problems, issues and opportunities which have been identified through:

- discussions with Wiltshire Council officers

- experience of existing or previous council plans

- tensions and inconsistencies with other policies, plans and programmes

- a review of baseline data

- on-going consultation with relevant stakeholders and members of the public.

4.3   It is envisaged that a closer view of potential environmental problems will emerge following consultation on this Scoping Report. Therefore as the environmental assessment progresses, an increasingly detailed picture will materialise.

Table 4.1 Issues and opportunities for Wiltshire's LTP3

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
Biodiversity		
The ongoing break up of wildlife habitats into smaller, isolated areas, caused by new and existing development and increases in traffic growth, seriously reduces the scope for wildlife to move and adapt to new conditions and causes habitat fragmentation. There is a large number of European designated sites within and surrounding Wiltshire. Road verges continue to be subjected to a range of stresses imposed by passing traffic including salt spray, oil and other petrochemicals, lead and other air pollutants. Parking and over-running on verges can cause a complete loss of vegetation.	There will be a continued decline in certain habitats and species without active management. Climate change impacts include changes to length and timing of seasons which can cause upsets to breeding patterns and wild plants may find it more difficult to suitable colonising conditions.	• Habitat creation in existing and new transport corridors. • Monitoring of wildlife numbers and casualties. • Reducing traffic and miles driven • Ensure that new road developments crossing waterways have structures in place to reduce casualties. • Install road drainage so that sediment run-off is directed into filter zones or streamside reserves.

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
Road widening can potentially result in the loss of roadside verges. Increased sedimentation of waterways can and does significantly threaten the survival of freshwater ecosystems and habitats.		

Land, soil and water resources

Road surfaces often exacerbate run off which can lead to pollution of watercourses and increase soil erosion. Roads can be long term sources of sedimentation if not properly maintained.	Climate change is likely to see rises in soil erosion as wind speeds increase. Some of the worst problems are likely to be on clay soils, which will crack and shrink, reducing the soil's ability to hold moisture and nutrients.	• Increased soil erosion and drying could be an issue for new infrastructure schemes and drainage on existing roads could struggle to cope if drainage capacity is reduced by soil erosion. • Measures to reduce traffic growth, which will indirectly lead to less run-off • Install road drainage so that sediment run-off is directed into filter zones or streamside reserves.
New development continues to threaten the quantity of high quality agricultural land that Wiltshire has.	A reduction in productive agricultural land could threaten and damage the economy of Wiltshire.	Transport infrastructure (and new development) should avoid Greenfield sites where at all possible.

Air quality and environmental pollution

There are currently five AQMAs in Wiltshire, primarily in town centre locations.	If traffic growth is left unchecked these areas may expand and new areas may be identified.	Actively reduce the number of vehicles on the road through demand management and travel behaviour change techniques.

Climatic factors

Traffic continues to be a major source of CO_2 emissions one of the main components of greenhouse gases, a major factor in climate change.	Evidence of climate change is becoming more widespread and certain, and it is likely it will have an even greater significant negative impact on Wiltshire's water supply, flood risk, food production, energy use, and transportation. However, the greatest impact is probably to human health. With increasing traffic levels the risk and implications becomes far greater.	Climate change is a high priority issue in LTP3, and is a strong requirement to ensure that the transport system becomes adapted to the unavoidable effects of climate change. It must also consider ways in which traffic growth can be effectively reduced and to trial alternative fuelled vehicles.

Historic environment

Wiltshire's rich historic and cultural heritage comes under continued threat from new development and continued traffic growth.	Climate change will likely result in increasing winds, which can significantly damage buildings. If new development is left unchecked and without active management and mitigation measures, Wiltshire's	• LTP3 needs to actively reduce traffic growth. • The historic environment needs to be protected from the adverse effects of transport and

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
	historic environment will likely suffer with air pollution and vibration damage as well a general decline in the quality of historic areas, which in turn could impact upon tourism and the economy of Wiltshire.	development including air pollution and vibration damage. • High quality design and improvements to enhance the public realm particularly in heritage areas (e.g. street furniture and road and pavement materials to be in context with the local historic area).
Landscapes (and townscapes)		
UK housing targets and the overall general trend for increasing transport is likely to create pressures on landscapes through visual intrusion such as traffic flow, traffic management and new infrastructure.	Wiltshire's landscape is of national importance and provides local distinctiveness. There is a close inter-relationship between landscape quality and its value as a wildlife habitat. The ecological and visual value of the landscapes may be lost which could be catastrophic for certain species of flora and fauna as well as tourism and the economy. Climate change will alter the landscape, soils will dry out much more rapidly in summer, whilst winter flooding and wind damage becomes more prominent, all of these can and will significantly change the landscape.	• LTP3 needs to actively reduce traffic growth. • The appropriate use of traffic management measures and use of building materials. • The implementation of pedestrianisation schemes where feasible. • Habitat creation in existing and new transport corridors. • Recording of wildlife casualties.
The transportation of minerals and waste by road can cause problems to local communities such as air quality and congestion.	Future growth particularly in the SSCTS will mean that more strategic waste management facilities will be required, which in turn could have an impact on already congested road networks.	Careful consideration of the location of waste management facilities could reduce the amount of CO_2 emissions.
Population		
Wiltshire's growing and ageing population may have implications for the provision of services, housing, and employment and recreation facilities, including an increasing demand for transport.	Without the correct balance of uses there will be a requirement to travel beyond the district for employment, retail and other opportunities.	Ensure adequate public transport services are available in all areas. Provide adequate walking and cycling measures to encourage participation in these physical modes of transport. Ensure that there is appropriate publication to highlight the increased provision.
Healthy communities		
The number of overweight and obese people has tripled over the last two decades and is still rising. Obesity rates are indicative of lifestyle and health inequalities.	Obesity rates will continue to rise, creating more pressure on the health system both locally and nationally.	To provide accessible services which encourage modes of travel that require some form of physical activity, such as walking and cycling.
Noise impacts created by the transport system can cause mental and physical distress to both human and animal life.	The noise effects of the transport will continue to be felt and many lead to a decline in some wildlife species as well as causing sleep and rest	To reduce the effects and impact of the transport system, through the introduction of softer measures and transport demand techniques.

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
	deficiencies in individuals which may result in a drop in work productivity, with a knock on effect on the economy.	
There is a pattern of decreasing road casualties and road deaths on Wiltshire's roads.	If traffic growth is left un-curbed this downward trend may falter and there may be a rise in the number of road traffic accidents.	Implement measures that will reduce the numbers of vehicles using the road network system, such as soft measures.
Inclusive communities		
Access to services in some parts of Wiltshire is poor for people without the use of a car.	Accessibility levels will continue to decline, and social exclusion will become more prevalent.	Increased provision of public transport services.
A lack of employment opportunities has led to a substantial amount of out-commuting.	It is likely that without action out-commuting will become worse.	There is a need to correct the balance between housing and employment, once this is achieved sustainable transport provision is required to encourage people to remain within the county.
Community severance caused by high traffic volumes.	If traffic growth left unchecked severance will worsen which may affect the visual quality in many areas as well as the physical accessibility of some areas.	To introduce measures to curb traffic growth especially in the SSCTs of Trowbridge, Chippenham and Salisbury and other larger towns in Wiltshire.
Transport		
There is a general lack of resources to significantly invest in sustainable transport solutions.	It is likely there will be rises in traffic growth and infrastructure which in turn will have significant negative effects on a multitude of environmental factors such as on wildlife habitats, landscape value, soils and cause other negative externalities such as congestion, community severance, and noise impacts. Climate change will likely result in a greater risk of widespread flooding and increased wind speeds which will result in direct consequences for the transport network.	• Employ relatively low cost softer measures. • LTP3 must consider ways in which the transport network can be be kept operational in the event of extreme weather conditions.
The operating costs of bus services are increasing and this may lead to reductions in service.	Increases in private motor vehicles on the road network and lack of accessibility to essential services and employment.	There is potential to increase subsidised services where most required and encourage take up of walking and cycling.
Economy and enterprise		
The emerging regional spatial strategy for the South West directs most development and associated infrastructure investment to the SSCTs of Chippenham, Salisbury and	SSCTS may suffer with increased congestion and pollution whilst other settlements may suffer with lack of services and facilities leading to an increased need to travel to other	• Ensure adequate sustainable transport provision is made for the SSCTS and other major towns in Wiltshire so that there is a reduced

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
Trowbridge. There is also the future expansion of Swindon as a business, retail and residential location There may be a risk that other settlements are affected if investments is centred on these settlements.	area's communities to seek employment, and satisfy retail and leisure pursuits.	need to use the private motor vehicle. • Potential to enhance the green infrastructure network linking communities and employment hubs.
In parts of Wiltshire tourism contributes significantly to the local economy and there are opportunities to develop tourism potential elsewhere.	Increases in tourism will benefit the local economy but the increases in traffic generated could have many implications for the local community.	To ensure adequate sustainable transport provision is made available at the known tourist locations.

5 Task A4: SEA objectives and indicators

Task A4: SEA objectives and indicators

5.1   This stage of scoping involves using the information gained in the previous stages to formulate initial SEA objectives and indicators to help focus the environmental assessment on the most important issues.

Table 5.1 SEA objectives and potential indicators

LTP SEA objective	Decision making criteria	Potential indicators
Biodiversity		
To protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.	• Will it include actions that cause changes in habitat fragmentation or habitat loss? • Will it include actions that affect an area in a way that could have long term effects in relation to species lifestyles or irreversible affects where there are no known mitigation techniques? • Will it include actions that help reach targets or compromise targets of the local BAPs? • Will it include actions that affect Natura 2000 sites, SSSIs or other designated sites?	• Condition of SSSIs • National Indicator (NI) 197: Improved local biodiversity, proportion of local sites where positive conservation management has been or is being implemented.
Land, soil and water resources		
To reduce soil contamination and safeguard soil quality and quantity and minimise the impact of the transport system on water resources.	• Will it cause changes in existing soil erosion problems, including the effects of road maintenance? • Will it cause the loss or pollution of soils and watercourses which support valued habitats and species?	• River quality
Ensure that Greenfield sites and quality agricultural land is avoided.	• Will it reduce the need to develop areas of agricultural land and Greenfield sites?	
Air quality and environmental pollution		
To reduce the negative impacts of the transportation system on air quality.	• Will it cause any changes in traffic that affect an air quality management area? • Will it affect areas which are likely to experience a 10% change in traffic flow/nature? • Will it cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?	• NI 194: Air quality - % reduction in NOx and Primary PM 10 emissions through local authority's estate and operations.
Climatic factors		
To reduce the contribution of the transport system to CO_2 emissions.	• Will it cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO_2 which would assist in meeting the target of reducing the amount of carbon dioxide produced?	• NI 185: CO_2 from local authority operations.

LTP SEA objective	Decision making criteria	Potential indicators
To conserve and enhance archaeological sites and features.	• Will it reduce the unavoidable effects of climate change?	• NI 186: Per capita CO_2 emissions in the local authority area. • NI 188: Planning to adapt to climate change.
Historic environment		
To conserve and enhance features and areas of historical and cultural value.	• Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure?	• Number of listed buildings lost through transport development.
To conserve and enhance archaeological sites and features.	• Will it cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	
Landscapes (and townscapes)		
To protect and enhance the quality of Wiltshire's landscapes.	• Will it cause changes in traffic flows and the nature of traffic in areas valued for their landscape character? • Will it include the introduction of traffic to tranquil areas?	
To help reduce the impact of transport and improve the quality of urban and rural centres.	• Will it reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres. • Will it cause changes that reduce the impact of transport on the townscape, which many include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns.	
Population		
To provide everyone with the opportunity to access key services.	•Will it improve provision of public and community transport that make key services more accessible? • Will it improve access for certain equality groups (race, gender, disability, age, religion and sexual orientation) and contribute to the DfT goal of promoting greater equality of opportunity for all citizens. This includes changes to physical infrastructures and services.	• NI 175: Access to services and facilities by Public transport, cycling and walking. • NI 198: Children travelling to school - mode of transport usually used.
Healthy communities		
To reduce the need/desire to travel by car and encourage physical modes of transport.	• Will it lead to an increase in walking and cycling numbers?	• Accessibility to GP surgery • NI 8: Adult activity rates • NI 56: Obesity in primary school age children in Year 6. • NI 120: All age all cause mortality rates
To reduce the noise impact of the transport system.	• Will it reduce the amount of traffic in tranquil areas? •Will it affect sensitive receptors within 200m of a noise change?	

LTP SEA objective	Decision making criteria	Potential indicators
	• Will it affect areas adjacent to habitats where sensitive species breed? • Will it affect areas where noise is likely to change in nature as a result of an increase in HGVs or change to the time of traffic?	• NI 121: Mortality rates from all circulatory disease at ages under 75. • NI 137: Healthy life expectancy at age 65 • NI 47: People killed or seriously injured in road traffic accidents • NI 48 Children killed or seriously injured in road traffic accidents
To reduce the adverse effects of transport on safety.	• Will it lead to a decrease in traffic accidents/accident severity and help meet KSI targets?	
Inclusive communities		
To increase accessibility to key services, facilities, and retail without the need for a car.	• Will it provide opportunities to travel without the need for a car?	• NI 175: Access to services and facilities by public transport, walking and cycling. • NI 176: Working people with access to employment by public transport (and other specified modes) • NI 178: Bus services running on time
To ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.	• Will it lead to alternatives ways of travel to employment hubs?	
To reduce the community severance effects of transport.	• Will it result in a reduction in community severance (i.e improved crossing facilities, reduced traffic speeds and reduced traffic levels)?	
Transport		
To reduce the need to travel, and promote sustainable travel modes of transport.	• Will it increase the range, availability and affordability of sustainable travel choices (i.e public transport, walking, cycling)?	• Number of households with 2 or more cars • Train ticket sales • Number of bus stops • Number of received travel plans • NI 167: congestion - average journey time per mile during the morning peak
Economy and enterprise		
To help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	• Will it help to manage routes effectively in order to maintain journey times?	
To Invest in transport improvements that help the economy of Wiltshire.	• Will it include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP? • Include areas where tourism has a foothold?	
To reduce the impact of road freight on communities.	• Will it include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?	

LTP SEA objective	Decision making criteria	Potential indicators
	• Will it include areas where tourism has a foothold?	

6 Task A5: Consultation

Task A5: Consultation

6.1   The consultation stage is a very important element of the SEA process. Stakeholders and members of the public are often best placed to comment on particular issues which may affect either their area of expertise or local neighbourhood.

6.2   This Scoping Report and the Environmental Report will be made available for inspection by the public and stakeholders. Wiltshire Council is seeking comments on the key issues contained in this report. The document will be out for consultation from 16 November 2009 to 28 December 2009.

6.3   The statutory consultees are:

- Natural England

- English Nature

- Environment Agency

6.4   Following consultation on this Scoping Report, Wiltshire Council will consider any comments received during the consultation period.

Questions for consultees

6.5   To aid responses to this report we have asked the following questions. However, consultees should not feel that they are unable to provide other comments of their own. We will consider all comments made.

- Are there any further relevant polices, plans and programmes that have been omitted from this Scoping Report that should be included? (see section 2)

- Is there any further and relevant baseline information or gaps in data that has been omitted from this Scoping Report that should be included? (see section 3)

- Is Table 4.1 complete or are there any additional problems, opportunities or issues that need to be considered in the development of LTP3? (see section 4)

- Do the SEA objectives and indicators provide a reasonable framework through which to address the likely significant environmental effects of LTP3? (see section 5)

- Is the proposed level detail of the assessment correct? (see section 7)

6.6 If you wish to reply to any aspect of this report, including its content and relevance and to provide answers to any of the questions posed throughout, please do so by submitting either an email to transportplanning@wiltshire.gov.uk or by post to:

Wiltshire Council
Sustainable Transport
Transport Policy Team
County Hall
Bythesea Road
Trowbridge
BA14 8JD

7 Next stages of SEA

Next stages of the SEA

Level of detail of the assessment

7.1   It is a requirement of the SEA regulations to consult with the statutory consultees on the level of detail proposed within the assessment. The following points will be taken into consideration when deciding on the level of detail the assessment should go to.

- SEA is different to EIA (Environmental Impact Assessment) mainly because it is used to assess relatively broad strategies rather than site specific proposals. The level of detail of an assessment should always be at the same level to that of the plan it is assessing. Therefore, the level of detail of the SEA is likely to be relatively broad and will use evidence wherever possible to assess the potential impacts of the plan's overall strategy and programme of measures. Detailed site specific assessment will not be carried out. As the SEA progresses, more information will become available on the likely level of detail of assessment and the statutory consultees will be given the opportunity to comment again once assessment is underway.

- Assessment may have to be carried out several times assessing different combinations of options for different elements of the LTP, (strategic, policy and site options).

- Assessment will be carried out on both long term strategies and shorter term and more focused implementation plans. Strategies will be subject to a broad strategic level of assessment, whereas implementation plans and schemes will be subjected to a more detailed level of assessment.

- Different methods of assessment will be adopted depending on the level of assessment. For implementation plans and schemes methods employed during an EIA will probably be more suitable.

- In order to make predictions, SEA must help visualise how the elements of a plan will have impacts 'on the ground'. In some instances this will involve making broad assumptions such as how combinations of transport measures may alter traffic levels and patterns.

- Expert judgement will often be the best way to predict and assess the effects of the plans, but should be backed up documented evidence where possible; however a transparent audit trail is vital.

The SEA process

Stage B: Developing and refining alternatives and assessing effects

7.2   SEA governing regulations require that each responsible authority confirms the scope of the Environmental Report and what alternatives and types of effect to assess. In conducting SEA, responsible authorities must appraise the likely significant environmental effects of implementing the LTP and any reasonable alternatives (options). The results of the assessment of alternatives will help in the selection of the preferred 'options' for the strategy and could also help in determining the priorities for delivery of these options.

Stage C: **Preparing the Environmental Report and consultation**

7.3   The main output of the SEA process is the Environmental Report which will be available for consultation along with the draft LTP3. The report presents information on the effects of the draft LTP. Table 7.1 provides the possible structure of the Environmental Report.

7.4   Information to be provided in the Environmental Report:

- The likely significant effects on the environment, including issues such as biodiversity, population, human health, soil, water, air, climatic factors, cultural heritage including architectural and archaeological heritage, landscape, and the inter-relationships between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative effects.

- An outline of the reasons for selecting the alternatives dealt with.

- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan and measures to monitor the significant effects of the plan.

Table 7.1 Possible structure of Environmental Report

Structure of report	Information to include
Non-technical summary	• Non-technical summary of the SEA process, and the likely significant effects of the plan • What difference has the process made? • How to comment on the report
Methodology used	• Who carried out the SEA, how, who was consulted, and when, etc. • Difficulties in collecting data or assessment
Background	• Purpose of the SEA and integration with NATA • Plan objectives
SEA objectives, baseline and context	• Coverage of the Environmental Report with respect to plan components (e.g relationship to appraisals for major and minor schemes in an LTP) • Links to other plans, programmes and relevant environmental protection objectives, and how they have incorporated • Baseline environmental data, including the future baseline without the plan • Existing and foreseeable future environmental problems • Limitations of data, assumptions etc • SEA objectives, targets and indicators

Structure of report	Information to include
Plan issues and alternatives	• Description of significant environmental effects of the strategies • Impact tables for each strategy/alternative and links to NATA appraisal summary tables • How environmental problems were considered in developing the strategies and choosing the preferred alternative • Other alternatives considered, and why these were rejected • Proposed mitigation, and enhancement measures to deliver objectives
Implementation	• Links to project environmental impact assessment, design guidance etc • Proposals for monitoring and reporting

7.5   The assessment presented in the Environmental Report must relate to a consultation draft of the LTP. The LTP and Environmental Report are then consulted on at the same time. This enables consultees to be fully informed about what the effects of the draft plan are likely to be when making their comments.

Stage D: **Production of the SEA Statement**

7.6   Following adoption of the LTP, and in order to satisfy the SEA Directive, an SEA Statement will be produced which states how the findings from the SEA and consultation results have been taken into account. This SEA Statement should be made available to stakeholders. It must cover:

- How environmental considerations have been integrated into the LTP, for example any changes to or deletions from the LTP in responsible to the information in the Environmental Report.

- How the Environmental Report has been taken in account;

- How the opinions and consultation responses have been taken into account. The summary should be sufficiently detailed to show how the LTP was changed to take account of issued raised, or why no changes were made.

- The reasons for choosing the LTP as adopted in the light of other reasonable alternatives dealt with.

- The measures that are to be taken to monitor the significant environmental effects of implementation of the LTP. The Environmental Report will already have documented proposed measures concerning monitoring; these can be confirmed or modified in light of consultation responses.

Stage E: **Monitoring of SEA**

7.7   The SEA Directive specifically requires monitoring of the significant environmental effects of the LTP. A monitoring system will be designed which will help to fulfil the following purposes:

- To provide baseline data for the next SEA and to provide a picture of how the environment/sustainability criteria of the area are evolving.

- To monitor the significant effects of the plan.

- To ensure that action can be taken to reduce/ offset the significant effects of the plan.

Summary of consultation responses

Consultation

Consultation is an essential part of the SEA process. The SEA Regulations require plan makers to provide evidence of consultation with stakeholders and to demonstrate how the results have been taken into account during the development of the plan. This section of the report sets out the main issues raised through consultation and outline how these comments have been taken into account in the development of the final LTP.

As part of the scoping stage of the SEA, consultation took place with three statutory environmental bodies, Natural England, English Heritage and the Environment Agency, as a well as other non-statutory environmental bodies. The Scoping Report was also made available for consultation to members of the public on the Wiltshire Council website. Consultation took place between 14 December 2009 and 30 January 2010.

The following tables set out the main issues raised through the scoping stage of the consultation process, and outlines how these comments were taken into account during the development of LTP3.

Scoping Report responses

Question 1: Are there any further relevant policies, plans and programmes that have been omitted from this Scoping Report that should be included?

Organisation	Date	Summary of consultees response	Action for SEA	Completed
Campaign for better transport - Bristol and Bath	6/2/10	Core strategies and associated spatial planning documentation for adjacent authorities. In the case of Western Wiltshire the Core Strategies for BANES and Mendip District are pertinent.	Comment noted. Not all neighbouring Core Strategies have been completed.	Yes - June 2010
		The SW RSS put emphasis on the " corridor approach" It would be useful if this corridor approach was made more of in the LTP3 Scoping Report.	Comment noted. RSS status being monitored.	
Campaign for better transport - Salisbury	9/2/10	South Wiltshire Core Strategy	Comment noted but not yet published.	Yes - June 2010
		New Forest National Park Management Plan	SEA updated.	
		New Forest National Park Core Strategy	SEA updated.	
		All adjacent authorities local plans and emerging core strategies	Comment noted. Not all neighbouring Core Strategies have been completed.	
		All adjacent authorities LTPs	SEA updated.	
Climate Change Wiltshire Council	26/1/10	Renewable Energy Strategy 2009	SEA updated to reflect this strategy.	Yes - June 2010
		Climate Change Act 2009	SEA updated to include this Act.	
Cranborne Chase AONB	15/2/10	Cranborne Chase AONB Management Plan	SEA updated to include this plan.	Yes - June 2010
		RSS Policy ENV3 - AONBs	Comment noted. RSS status being monitored.	
		European Landscape Convention 2004	Comment noted. RSS status being monitored.	
		PPS7 could also refer to the rigorous assessment of development proposals in AONBs.	Comment noted. RSS no longer applicable.	
English Heritage	26/1/10	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Environment Agency	19/1/10	South West River Basin Management Plan	SEA updated to include this plan.	Yes - May 2010

Organisation	Date	Summary of consultees response	Action for SEA	Completed
		Natural Environment and Rural Communities Act 2006	SEA updated to include this Act.	
Natural England	27/1/10	Policy GI1 in the RSS	Comment noted. RSS no longer applicable.	Yes - May 2010
		River Basin Management Plans	SEA updated with South West plan.	
New Forest National Park Authority	2/2/10	National Parks and Access to the Countryside Act (1949)	SEA updated to include Act.	Yes - May 2010
		Environment Act (1995) (Part 3 - National Parks)	SEA updated to include Act.	
		New Forest National Park Management Plan (2010)	SEA updated to include Act.	
Spatial Planning Wiltshire Council	25/1/10	Swindon Core Strategy - policy CP7 'Sustainable Transport & Movement' & Policy SSP10 'Urban extensions to Swindon in Wiltshire'	SEA updated.	Yes - May 2010
		Swindon LTP2 and other adjacent authorities LTPs	Neighbouring LTPs now reflected in SEA.	

Question 2: Is there any further and relevant baseline information or gaps in the data that has been omitted from this Scoping Report that should be included?

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Salisbury	9/2/2010	Conflicting data for cycling levels. Some sort of indication as to whether walking and cycling rates have changed.	Comment noted and SEA updated re cycling levels to work.	Yes - May 2010
		Little information regarding railways and stations.	Comment noted.	
		Table 17 - not particularly helpful, as it does not indicate frequency of service and the developments within 30 minutes walking and cycling time of keys services.	Comment noted.	
Climate Change Wiltshire Council	26/1/2010	Considers current impact of Renewable Energy Strategy. More current UKCP information available, i.e. UKCP09.	SEA updated with more current information.	Yes - May 2010
		Include a more comprehensive list of possible carbon emission reducing actions.	SEA updated.	
		Per capita emissions not current.	SEA updated.	
		Consideration of peak oil.	SEA updated.	
Cranborne Chase AONB	15/2/2010	Section 3.4.8: Healthy communities - it is now widely recognised that landscape and access to them contribute positively to the health of communities.	SEA updated.	Yes - May 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		See plan page 78: the A354 is rather more a route to Weymouth and Portland than Poole or Bournemouth.	SEA updated: New map used.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Natural England	27/1/2010	The SEA seems to include whatever information is available regardless as to whether there is any relevance to it.	Noted and SEA updated to include more relevant information.	Yes - May 2010
		Some of the tables aren't that clear.	Comment noted.	
		Levels of road accidents are not alone an adequate measure of road safety, reductions could be as result of reduced levels of walking and cycling.	Comment noted.	
		Inadequate definition of community severance.	SEA updated.	
		The reasons for increasing travel are much more complex than described here.	SEA updated.	
		The summaries seem to be conclusions and not summaries and do not always follow from the preceeding text.	SEA updated.	
Spatial Planning Wiltshire Council	25/1/2010	Whilst it is good to align the data to that from the LDF Sustainability Appraisal Scoping Report it would also be good if the baseline information was more to transport in Wiltshire.	SEA updated to reflect more transport related data.	Yes - May 2010

Question 3. Is Table 21 (22) complete or are there any additional problems, opportunities or issues that need to be considered in the development of LTP3?

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Climate Change Wiltshire Council	26/1/2010	The statement that the "evidence for climate change is becoming more pronounced" may be misleading. The scientific evidence is overwhelming and the IPCC have indicated that impacts are more than 90 % certain to have been derived from human impacts.	SEA updated.	Yes - May 2010
		The statement "could have a negative impact on Wiltshire's water supply, flood risk, food production, energy use, transportation and a number of other areas" may also be misleading. Climate change has been described as the greatest threat facing mankind (by the UK Chief Scientific Advisor and many others). Significant climate change impacts already affect Wiltshire (flooding/ heat waves etc) and future impacts are predicted to be even more significant. Perhaps the most significant climate change impacts will be on human health.	SEA updated to reflect these comments.	
		Reference to the need to ensure the transport system is adapted to unavoidable climate change would be useful.	SEA updated.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		Additional opportunities could be added to Table 22 for how carbon emissions can be reduced through transport interventions. These might include increasing the use of renewable transport fuels or electric vehicles and ensuring the expansion of suitable infrastructure (re-charging points). Many other opportunities could be added.	Comment noted.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Environment Agency	19/1/2010	LTP3 offers an opportunity to mitigate against wildlife casualties by ensuring that new road developments crossing waterways have structures in place to reduce casualties. For example, fencing of bridges has been shown to be successful in reducing otter casualties at road crossings.	SEA updated.	Yes - May 2010
Natural England	27/1/2010	Under existing issues, future issues and trends are also frequently listed. Not explicit enough what "likely future baseline" means? Clarity over the headings is required.	SEA updated.	Yes - May 2010
		Content of structure is weak. Some comments are inaccurate. Road verge erosion is of particular concern.	SEA updated to include road verge stresses and erosion.	
		Land, soil and water: link to biodiversity as sedimentation is a major issue.	Comment noted.	
		Landscape: should be reference to the negative impact of transport infrastructure and traffic on landscape.	Comment noted.	
		Inclusive communities: A major omitted factor is the way externalities are distributed through society, e.g the poor suffer more noise and air pollution than the affluent, this is arguably more significant.	Comment noted.	
		Economy and enterprise: One of the drivers for the economy is the natural environment surrounding and linking communities to their places of work. LTP3 has the opportunity to enhance the green infrastructure network in the county especially public rights of way.	SEA updated.	
Spatial Planning Wiltshire Council	25/1/2010	There is a good explanation at the beginning of Chapter 4 of how the environmental issues have been derived, and recognition that this may change as a result of the consultation and ongoing environmental assessment.	Comment noted.	Yes - May 2010
		It is important that these issues relate to transport.	Comment noted.	

Question 4. Do the SEA objectives and indicators provide a reasonable framework through which to address the likely significant environmental effects of LTP3?

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Bristol and Bath	6/2/2010	We recommend the following SEA objectives: 1. To reduce carbon emissions in Wiltshire. 2. To provide essential services and employment that are accessible using public transport, walking or cycling. 3. To make opportunities for culture, leisure and recreation readily accessible. 4. To regenerate town centres especially Trowbridge as an SSCT. 5. To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys. 6. To encourage economic growth that brings employment into town centres to improve vitality. 7. To discourage car-based fringe of town development; to use urban planning techniques to build new communities where sustainable travel is encouraged. and car-dependency reduced. 8. To improve rail services, rail-bus interchanges and bus services and vehicles to low floor. 9. To reduce and prevent crime and the fear of crime when using public transport, or when walking or cycling. 10. To protect and enhance Wiltshire's distinctive countryside and its historic environment in urban and rural areas. 11. To conserve and enhance Wiltshire's biodiversity 12. To maintain and improve water quality in the Wiltshire's water courses and to achieve sustainable water resource management. 13. To provide smaller rural settlements with community transport, public transport and cycling links especially to health care, shops and services. 14. To address the waste hierarchy by: minimising waste as a priority, reuse, then by recycling, composting or energy recovery.	Comments noted.	Yes - June 2010
Campaign for better transport - Salisbury	9/2/2010	Under Economy and enterprise, LTP SEA objective of "invest in transport improvements that will help the economy of Wiltshire" it needs to be made clear that such transport improvements must not be environmentally damaging and will favour non-road (e.g. rail/water) modes	SEA updated.	Yes - June 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Climate Change Wiltshire Council	26/1/2010	Are the LTP indicators really Decision Aiding Questions? Could some additional Decision Aiding Questions be added? Perhaps consider the relevance of those set out in the SA Report relating to the Wiltshire Core Strategy	SEA updated.	Yes - June 2010
		It may be helpful to add a list of 'potential' indicators. Reference to the SA Report relating to the Wiltshire Core Strategy may be helpful.	SEA updated.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Environment Agency	19/1/2010	The proposed indicators seem to consist of a set of questions to be addressed rather than indicators from which measurable targets can be set to determine the success or otherwise of meeting the objectives.	Comments noted and SEA updated where possible.	Yes - June 2010
Natural England	27/1/2010	Objectives are broadly sound.

LTP Indicator: Will the plan - not a clear heading

Language is inconsistent - common language would be more helpful. | Comments noted and SEA updated. | Yes - June 2010 |
| | | Climatic factors - Insert volume after "flow", not clear what is meant by "reduce the unavoidable effects of climate change" | SEA updated. | |
| | | Landscape - "Cause changes in traffic flow and the nature of traffic in areas valued for their landscape character" Add tranquillity after character and delete second question. Add "reduce the impact of transport infrastructure on areas valued for their landscape character" to cover issues such as creeping signage, lighting etc. | SEA updated. | |
| | | Healthy communities - It is unclear what "Affect areas where noise is likely to change in nature as a result of an increase in HGVs or a change to the time of traffic" means.
There is more to road safety than reducing KSI levels. E.g. Promoting walking and cycling may increase KSI. An additional decision aiding question might be "increase the safety of those making journeys by physical modes of transport". | Comments noted. | |
		Inclusive communities: we question the definition of community severance.	Comment noted.	
		Transport: We would prefer to see "reduce the negative externalities associated with transport".	Comment noted.	
		Economy and enterprise: Objective "Reduce the impact of road freight on communities" should be under inclusive communities not economy.	Comments noted.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		Suggest adding "Improve the attractiveness of Wiltshire as a place for businesses to locate by improvements in transport aspects of green infrastructure" and "will the plan enhance the quality of Wiltshire's green infrastructure assets?"		
Spatial Planning Wiltshire Council	25/1/2010	There needs to be a fuller explanation at beginning of chapter 5 as to how the SEA objectives were established, leading on from other tasks.	Comment noted.	Yes - June 2010
		Table 23, page 92 , the SEA objectives should not be in the form of a question.	SEA updated.	
		Table 23, page 92, the right hand column is misleading. These appear to be decision aiding questions not indicators. Also the column heading should not say 'LTP indicator' but 'SEA indicator.	SEA updated.	
		It is felt that there is too much emphasis on social/economic issues, it should be more focused on environmental issues.	SEA updated.	

Any other comments

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Bristol and Bath	6/2/2010	Care we feel should be taken not to imply that major road improvements are possible, or set the policy context in anticipation that major road construction is part of a sustainable future. There was a tendency in the consultation document to prompt people into saying that HGVs and too much traffic posed a problem, and air quality was consequently poor. Lorries and traffic jams are a problem in many places in the country but in a low carbon and environmentally sound future we cannot simply provide bypasses for every Wiltshire town and village! Traffic jams in Wiltshire are nothing compared to much of the country and air quality a small problem compared to many urban areas.	Comment noted.	Yes - June 2010
		That said, some roads will be needed to support development. Here more might be said of the use of new urban design and spatial planning techniques. These base housing developments on spine roads and boulevard rather than the conventional distributer road and bypass and infill model. These more modern urban designs enable new roads to be multifunctional and multi-modal with bus lanes, cycle lanes, wide pavements right into the development. The design of the settlement encourages more sustainable travel and also use of local shops and facilities.	Comment noted.	
		A fundamental error on page 14: in the LTP3 consultation, people overwhelmingly said that a 'radical' approach to transport, these results are printed the other way around.	A meeting was held between the council and relevant representatives in	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
			late March 2010 to discuss a number of LTP related matters.	
		Suggestions for unsustainable trends as per page 23: • Many Wiltshire towns are suffering from counter-urbanisation or the "dough-nut effect", whereby all is being built on the fringe of town and town centres thus declining. • New suburbs have been built adjacent to fast roads with access to the M4, A303 etc. This has lead to greater commuter distances. • Increased access issues, and the associated need to travel , due to closures of village shops and post offices, many shops in town centres and community hospitals. • As local shops and services close, walking and cycling becomes less popular – in most cases you have to drive because distances are too far. • Need for local authority to subsidise local railway and quality buses when funds are short may cause difficulties. • Bus services operating costs are increasing significantly, and this may lead to reductions in service and higher fares on both subsidised and commercial services. • Demand for rail is increasing sharply but there are rolling stock issues that need sorting out. • Social trends making it more difficult to find volunteers to maintain and expand community and voluntary transport service. • New employment areas are built in inaccessible places that you need a car to get to. This disadvantages many potential employees especially the young or low waged, and additionally has the effect of depleting town centres of offices and other employment that would bring vitality. This is especially true of Trowbridge. • New development brings with it both out-commuting and out-commuting – as illustrated by research done by the region on commuter patters in the Trowbridge – Frome-Chippenham – Bath area, commuting is increasingly two-way. The question is how to discourage commuting by car. • New major road construction can threaten biodiversity by causing habitat fragmentation. It also brings the noise of traffic into previously tranquil areas where people enjoy outdoor and healthy recreation. The landscape impact of road building on the landscape and recreational countryside can be severe (which	Comment noted.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		is an important reason why the Westbury Eastern Bypass was turned down at enquiry). • Little work done in the past to analyse commuter patterns and treatment of spatial planning alternatives on the basis of public transport provision and opportunities.		
		The sections on pages 76 and 77 are not visionary but a well worn anthem. Some ideas to clear up: 1. People commute further partly because the roads are faster. On average people will commute as far as they feel comfortable to do so in a given time whatever the distance. House prices are also much to do with where people live and how far they are prepared to commute. Fuel prices will push down the distance commuted, ultimately. 2. The increased dependency on the car is partly because past town planning in Western Wilsthire certainly, has brought us estates that are sold on the basis that they are the perfect commuter spot. The transport infrastructure (roads) has been evolved with this in mind, which is where things have gone wrong in our opinion. 3. Many town centres have been neglected in terms of retail and employment and also leisure services, in favour of locations close to the primary route network. 4. We are concerned that the Wessex Chambers of Commerce in particular misunderstands the social and environmental implications of a strategy to release more and more employment land along the A350 on this basis that people will then work next door to where they live and "out commuting" decrease. It is far from that simple, and in fact employment in these locations is often counterproductive to achieving town vitality and less trips by car. 5. There are a number of paragraphs in the original list which essentially say "there is too much traffic". However traffic in Wiltshire is nothing compared to many other parts of the country with almost no notable hold-ups. 6. Similarly air pollution in Wiltshire is nothing compared to the large AQMAs in places such as Bristol, and even Bath. The trouble is that this all seems to us a preamble yet again to moving in the direction of bypass building as a solution. Yet this old-fashioned model is no longer viable in modern society especially facing global warming and a likely oil crisis. We need to be much more innovative. That is the challenge.	Comment noted.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Salisbury	9/2/2010	The assumption that a 'radical' approach is largely unpopular while the 'conventional' approach is popular does not fit in with the responses received to the LTP3 issues consultation.	A meeting was held between the council and relevant representatives in late March 2010 to discuss a number of LTP related matters.	Yes - June 2010
		The summary on page 72 seems to have the priorities the wrong way around. Transport planning should prioritise measures which will encourage people to access everyday jobs and services by walking and cycling modes, since people are far more likely to exercise regularly if it is built into their daily routine.	Comment noted.	
Cranborne Chase AONB	15/2/2010	Too much paraphrasing of statements and policies, recommend using the actual wording.	Comment noted.	Yes - June 2010
		There are 2 railway routes through the ANOB, however only one stop. This means that many residents will find it difficult to use or benefit from rail.	Comment noted.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Natural England	27/1/2010	Section 1. Table 5, p14. We would question whether it is true to say that the conventional approach is "non-controversial" and "largely popular"	Comment noted.	Yes - June 2010
		Section 1. It is not clear where the table of pages 16-19 come from. Is it part of the scoping report, or part of some other document?	Comment noted.	
		One of key interest areas is public rights of way. Please bear them in mind when delivering sustainable transport solutions.	Comments noted.	
		Section 6. Please note that English Nature has become part of Natural England.	Comment noted. SEA updated	
Spatial Planning Wiltshire Council	25/1/2010	In the non-technical summary there should be a better explanation of how the SEA objectives have been derived, i.e. after analysis of the baseline and environmental problems.	Comment noted. SEA updated	Yes - June 2010
		Table NTS1 should be much briefer, there is too much information.	Comment noted and SEA updated.	
		In paragraph 1.2, it should read "In addition to these **three** bodies, this Scoping Report has been sent..."	Comment noted.	
		In paragraph 1.2 it should read "Although scoping reports are not mandatory requirement, they **serve** as...."	Comment noted and SEA updated.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		In paragraph 1.4, there are no details of when the EqIA will be carried out, what form it will take and if it will be consulted on.	Comment noted.	
		The three statutory bodies should read Natural England, English Heritage and Environment Agency.	SEA updated	
Avebury World Heritage Site Officer	25/1/2010	P4. Does SO3 cover cultural heritage (and landscapes)? Can this be articulated? It could be included as historic environment.	SO3 refers to LTP - noted.	Yes - June 2010
		P8 NTS2 Historic Environment Wiltshire contains on World Heritage Site. The Stonehenge, Avebury, and associated World Heritage Site as one World Heritage which consists of two landscapes, at Stonehenge and Avebury, of around 25 square kilometres respectively. Roads and traffic have a serious adverse impact in both parts of the World Heritage Site.	SEA updated to reflect comments.	Yes - June 2010
		P11 NTS3 - suggested inclusions: Objective To conserve, enhance and present the outstanding universal value of the World Heritage Site and its setting. Decision making Will it cause a change in traffic flows or nature of traffic that harms the outstanding universal value of the World Heritage Site or its setting? Will it cause direct impacts on outstanding universal value of the World Heritage Site through the provision of new transport infrastructure? Will it improve the opportunities to travel sustainably to the World Heritage Site? Will it improve the safety of people living or visiting the World Heritage Site? Indicators Use of non car transport Number of days car park capacity exceeded Number and extent of sites affected by erosion Condition of monuments Visitor perception Changes in visual appearance	Comment noted.	Yes - June 2010
		P12 You might want to use valued for cultural and historic significance (not heritage)	Comment noted.	Yes - June 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		P32 Comments on historic environment as above	Comment noted.	Yes - June 2010
		P35 Climate change impacts and mitigation Climate change has the potential to have a wide range of impacts on the historic environment. Wetter weather can increase erosion. Storms can cause trees to fall and their roots to damage archaeology. Mitigation such as wind farms can damage setting and the cultivation of grassland for bio fuels, damage buried archaeology and prevent access to monuments.	SEA updated to reflect these comments.	Yes - June 2010
		Adverse effects from increased growth in transport include congestion and also safety for those visiting the historic environment. Damage to the setting of historic assets as well as destruction of tranquillity and enjoyment. In the case of World Heritage Site the relationship of monuments to each other and the significance of their siting in the landscape is eroded. Provisions should include ones related to the safe circulation of visitors.	Comment noted.	Yes - June 2010
	25/1/2010	P63 In the international Section Convention concerning the Protection of the World Cultural and Natural Heritage UNESCO 1972 Obligations/objectives The UK, as a signatory to the Convention Concerning the Protection of the World Cultural and Natural Heritage (UNESCO, 1972) is obliged to protect and conserve the site and ensure its outstanding universal value (OUV) is appropriately presented and transmitted to future generations. Implications LTP will be consistent with the aims of the convention and transport and traffic management objectives set out in the 2 World Heritage Site Management Plans (Stonehenge (2009) and Avebury (2005)).	SEA updated to reflect these comments.	Yes - June 2010
	25/1/2010	P64 There is now a new historic environment PPS5 combining PPG15 and 16.	SEA updated to reflect this.	Yes - June 2010
		P65 Avebury World Heritage Site Management Plan **2005.**	SEA updated.	Yes - June 2010
		P72 Replace PPG 15/16 with PPS5	SEA updated.	Yes - June 2010
		P106 We only have one World Heritage Site in Wiltshire - Stonehenge, Avebury and the associated sites- covering 2 landscapes of 25c. 25 square kilometres respectively. They are around 40 km apart.	SEA updated.	Yes - June 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
	25/1/2010	P107 check it through and update Traffic and transport related issues highlighted in the Avebury Management Plan: • For many years there has been concern about the impact of traffic, vehicle speeds and roads on Avebury and its historic environment. • There has been a modest growth in the volume of traffic, both commuter and leisure related, which is predicted to continue, in line with national trends. • There is a distinctive commuter movement of vehicles through Avebury, especially along the A4361. • The instigation of a 30 mph zone on the A4361 through Avebury has had mixed success. • Facilities for pedestrians and cyclists are considered inadequate for the number of visitors and local residents having regard to the alignment of critical road links and speed of passing vehicles. • A number of changes made to parking provision in Avebury do not appear to have a major knock-on effect on congestion and on-street parking. • Recent research has indicated that 50-60 additional spaces are required to fully meet demand in the Southern Car Park at peak periods. However there should be no significant increase in the number of parking spaces provided in Avebury. • A feasibility study has highlighted the constraints of the construction of a car park on the northern side of Avebury. • Road safety is a major cause for concern to both visitors and residents, although this is not always supported by the recorded injury collision rates. • There is a need to improve the provision of safe road crossings for pedestrians in and around Avebury. • Despite recent improvements, public transport provision is relatively limited on Sundays and bank holidays, and does not enable key monuments in the WHS, other than the Henge, to be visited.	SEA updated.	Yes - June 2010