

Wiltshire Local Transport Plan 2011 – 2026

Strategic Environmental Assessment – Environmental Report



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Strategic Environmental Assessment

Environmental Report

Consultation Draft

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Non-technical summary

Introduction

This report is the non-technical summary (NTS) of the Environmental Report for Wiltshire's third Local Transport Plan. This NTS provides a summary in non-technical language of the Environmental Report. The Environmental Report sets out the results of the Strategic Environmental Assessment (SEA) of the Wiltshire Local Transport Plan 2011 - 2026 (LTP3). The purpose of the Environmental Report is to give consultees information on the potential environmental and sustainability effects of the draft LTP3 and to assist Wiltshire Council in improving the final LTP3.

Both the NTS and Environmental Report have been written by Wiltshire Council with independent consultants ENVIRON UK Ltd providing SEA training, support and verification of the SEA outputs.

What is a Strategic Environmental Assessment?

Wiltshire Council is required to carry out a Strategic Environmental Assessment (SEA) of the LTP3 in accordance with the requirements of Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as SEA Regulations). The Regulations apply to all plans in certain sectors (including transport) that have the potential to cause significant environmental effects and which also set the framework for environmental impact assessments (EIA) of individual projects.

SEA extends the assessment of environmental impacts from individual development projects to the broader perspective of county and local level plans. SEAs would have previously made assessments at a regional level too; however the election of a new coalition government has meant that regional government offices and associated strategies and plans have been scrapped and therefore assessments at this level are not now necessary. The main purpose of the SEA is to evaluate whether the plan will result in any significant environmental effects, both positive and negative. Should significant effects be forecast, then recommendations are to be made as to how these can be avoided, or offset or reduced. A programme to monitor all significant effects during the lifetime of the plan must be prepared as part of the SEA. In this way, SEA is a systematic process that helps plan makers in identifying, and therefore reducing, the environmental impacts of a plan. The SEA process also considers certain social economic issues.

What is an Environmental Report?

This Environmental Report (ER) represents the results of the SEA process that has been undertaken in parallel with the production of LTP3. It has also been published to coincide with the LTP3 consultation process, so that stakeholders and the public are given the opportunity to comment on the results of the SEA at the same time as making any comments on the content of the LTP3.

Consultation with statutory environmental bodies, Natural England, English Heritage, and the Environment Agency, and other local groups was undertaken during Stage A, the scoping stage, of the SEA process. These consultations have helped guide the assessment.

Wiltshire's LTP3

The Local Transport Act 2008 requires local transport authorities, including unitary authorities, in England to produce and maintain a LTP. This is the third LTP produced by Wiltshire Council.

The LTP3 covers the period 2011-2026, and sets out the council's approach to tackling the current problems and future challenges for the transport system in Wiltshire.

The LTP3 sets out the strategy, objectives and implementation plan for all forms of transport. It aims to meet national and local priorities, including the government's national transport goals for delivering a sustainable transport system, which are:

- 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 through reducing the risk of death, injury or illness arising from transport, and 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.

The strategy part of the LTP3 will cover the period 2011/12 - 2025/26 to tie in with the emerging Wiltshire Local Development Framework (LDF) Core Strategy. Reviews of the LTP strategy would be undertaken to coincide with reviews of the LDF Core Strategy.

The draft LTP3 contains 18 strategic objectives, which were developed following Department for Transport (DfT) guidance and which reflect local circumstances. These are as follows:

Table NTS1: Wiltshire Local Transport Plan (2011-2026) strategic objectives

Ref.	Strategic objective
SO1	To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
SO2	To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail.
SO3	To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
SO4	To minimise traffic delays and disruption and improve journey time reliability on key routes.
SO5	To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
SO6	To make the best use of the existing infrastructure through effective design, management and maintenance.
SO7	To enhance Wiltshire's public realm and streetscape.
SO8	To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
SO9	To reduce the impact of traffic speeds in towns and villages.
SO10	To encourage the efficient and sustainable distribution of freight around Wiltshire.
SO11	To reduce the level of air pollutant and climate change emissions from transport.
SO12	To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
SO13	To reduce the need to travel, particularly by private car.

Ref.	Strategic objective
SO14	To promote travel modes that are beneficial to health.
SO15	To reduce barriers to transport and access for people with disabilities and mobility impairment.
SO16	To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil.
SO17	To improve access to Wiltshire's countryside and provide a more usable public rights of way network.
SO18	To enhance the journey experience of transport users.

Relationship with other plans and programmes

The Regulations (see schedule 2) state that an Environmental Report should outline:

- the plan's relationship with other relevant plans and programmes
- the environmental protection objectives, established at international, community or member state level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

To fulfil this requirement, a review of relevant plans, policies and programmes has been carried out to identify environmental objectives which may provide constraints or synergies with the plan being formulated. This review has covered international conventions to EU policies through to local plans and strategies.

National transport goals

The national transport goals are used as the main strategy framework for LTP3. These goals are as follows:

- 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.

Regional spatial strategy

The coalition government has recently revoked the Regional Spatial Strategies and therefore their inclusion here is no longer appropriate.

Sustainable community strategy and local area agreement

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 CO₂ 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.

Local Development Framework - Wiltshire Core Strategy

At a county level, the Wiltshire Core Strategy (WCS) provides the strategic policy framework to guide development. There are also a large number of environmentally focused plans and programmes such as biodiversity action plans and landscape character assessments that an LTP has an indirect relationship with, which include international and national legislation down to local action plans. SEAs are based upon relevant objectives contained in these plans as this helps to highlight where issues of conformity arise.

Relevant environmental objectives

Table NTS2 provides a summary of the objectives arising from the review of plans and programmes, with the full review appearing in Appendix A.

Table NTS2: Summary of objectives arising from plan and programme review

Summary of objectives
Biodiversity
The objectives of policies and plans at all levels focus on the conservation of biological diversity with an emphasis on designated areas and the protection and monitoring of endangered and vulnerable species and habitats.
Land, soil and water resources
The plans and programmes (PPs) focus on the protection of high quality agricultural land, the prevention of soil pollution and erosion; and the impact the transport system can have on water quality and resources.
Air quality and environmental pollution
A number of objectives have been established in relation to air quality at both the European and the UK level. At the county level emphasis is placed on reducing emissions of nitrogen dioxide, particularly from the transport sector.

Summary of objectives
<p>Climatic factors</p> <p>Climate-related PPs focus on both mitigating the causes of climate change and adapting to the effects of climate change. Commitments for reducing greenhouse gas emissions range from the international level to the local level with a number of the PPs stating specific targets to reduce emissions of greenhouse gases. This is led at the national level by the Climate Change Act, which sets a legally binding target of at least a 34 per cent cut in greenhouse gas emissions by 2020 and at least an 80 per cent cut by 2050 against a 1990 baseline. Adaptation measures proposed by the PPs include the promotion of new infrastructure such as sustainable urban drainage systems (SUDS).</p>
<p>Historic environment</p> <p>Historic environment priorities from international to local level include protecting designated resources and their settings such as listed buildings, conservation areas, scheduled monuments, and registered parks and gardens so that they may be enjoyed in years to come. Examples include the Strategy for the Historic Environment in the south-west and Stonehenge and Avebury Heritage Sites Management Plans.</p>
<p>Landscapes and townscapes</p> <p>At the EU, national, regional and local level emphasis is placed on the protection of landscape as an essential component of people's surroundings and sense of place. A number of PPs encourage urban and rural regeneration and focus on aspects including the provision of open space, green networks and woodland as opportunities for sport and recreation, creating healthier communities, supporting and enhancing biodiversity, reducing temperatures in built up areas in summer, and reducing the impact of noise and air pollution.</p>
<p>Population</p> <p>PPs on population include a range of different objectives, related to an ageing population, improving human rights and public participation in a society where everyone is treated fairly and appropriately.</p>
<p>Healthy communities</p> <p>A number of PPs focus on improving the health of communities by reducing levels of accidents, improving safety of transport system and improving levels of support for physical activity, promoting healthier modes of travel and improving accessibility to healthcare and leisure/recreational facilities.</p>
<p>Inclusive communities</p> <p>Improving accessibility to a range of services and facilities is the focus of many of the PPs, and include objectives which focus on the provision of sustainable transport modes with encouragement to reduce travel by the private motor car.</p>
<p>Transport</p> <p>European and UK transport policies have specific objectives including reducing pollution and road congestion through improvements to public transport, walking and cycling networks as well as reducing the need to travel.</p>
<p>Economy and enterprise</p> <p>The PP's focus on the need for the transport network to support sustainable economic development.</p>

Baseline data

The SEA Regulations require an examination of the current state of the environment and the likely evolution of the environment without implementation of the plan, the 'do nothing' option. The SEA topics closely follow those of the DfT guidance and the Sustainability Appraisal/Strategic Environmental Assessment scoping report of the emerging Local Development Framework (LDF) for Wiltshire Council and consist of the following topics:

- Biodiversity

- Land, soil and water resources
- Air quality and environmental pollution
- Climatic factors
- Historic environment
- Landscapes (and townscapes)
- Healthy communities
- Inclusive communities
- Transport
- Economy and enterprise.

The assessment has been carried out through a desk-top study and the full results are provided in Appendix B. It is important that the SEA is focused on how the LTP3 can influence environmental and sustainability conditions and as such each SEA topic attempts to outline how transport affects each particular topic and it is this focus which has guided the collection of the baseline data. Table NTS3 provides a summary of the main issues identified.

Table NTS3: Summary of main sustainability issues

Biodiversity
<ul style="list-style-type: none"> ● 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 significant adverse impacts on wildlife and the associated habitats.
Land, soil and water resources
<ul style="list-style-type: none"> ● There is a significant amount of land in Wiltshire which is valued at grade 3 or higher which compares favourably with both south-west and national figures. ● The environmental impact of transport on soil is soil erosion and contamination. ● Most of the minerals extracted within Wiltshire are 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 somewhat short of 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

- 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

- 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 CO₂ emissions, followed by Salisbury; this reflects the road network and traffic densities.

Historic environment

- 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 a World Heritage Site, Stonehenge and Avebury, with roads and traffic having a serious adverse impact at both sites.

Landscapes (and townscapes)

- 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 per cent 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

- 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

- Wiltshire's population is relatively healthy compared with the national picture.
- 14.2 per cent of Wiltshire's adult population are physically active compared to the national average of 11.2 per cent and 59.5 per cent of children are active compared to 49.6 per cent 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 per cent of journeys to work are by bicycle in Wiltshire, however there is enormous potential to increase 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

- 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 commonplace for Wiltshire's residents.

Transport

- 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 per cent increase in the number of cars in Wiltshire.
- Wiltshire has large rural areas where cycling may be less practical; however 49 per cent of them live in urban settlements where there is much potential to increase cycling.
- 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 weren't designed for large freight vehicles.

Economy and enterprise

- 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 occurs.

SEA framework

In order to focus the assessment on the most important topics, a series of SEA objectives have been developed by:

- Reviewing the environmental objectives of a series of other international, national, regional and local plans and programmes;
- Analysing the baseline information to identify environmental problems and opportunities which need to be addressed; and
- Consultation with environmental bodies and local stakeholders.

The SEA objectives are shown in Table NTS4.

Table NTS4: SEA objectives

Decision making criteria - appraisal questions		Potential indicators
LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators
Biodiversity		
To protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.	<ul style="list-style-type: none"> • Will it include actions that cause changes in habitat fragmentation or habitat loss? • Will it include actions that effects 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? 	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • River quality
Ensure that Greenfield sites and quality agricultural land is avoided.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • NI 194: Air quality - % reduction in NOx and Primary PM 10 emissions through local authority's estate and operations.

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators
Climatic factors		
To reduce the contribution of the transport system to CO2 emissions.	<ul style="list-style-type: none"> • Will it cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? 	<ul style="list-style-type: none"> • NI 185: CO2 from local authority operations.
To conserve and enhance archaeological sites and features.	<ul style="list-style-type: none"> • Will it reduce the unavoidable effects of climate change? 	<ul style="list-style-type: none"> • NI 186: Per capita CO2 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.	<ul style="list-style-type: none"> • Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure? 	<ul style="list-style-type: none"> • Number of listed buildings lost through transport development.
To conserve and enhance archaeological sites and features.	<ul style="list-style-type: none"> • Will it cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic significance? 	
Landscapes (and townscapes)		
To protect and enhance the quality of Wiltshire's landscapes.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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 may include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns. 	

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators
Population		
To provide everyone with the opportunity to access key services.	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • Will it lead to an increase in walking and cycling numbers? 	<ul style="list-style-type: none"> • Accessibility to GP surgery • NI 8: Adult activity rates
To reduce the noise impact of the transport system.	<ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • NI 56: Obesity in primary school age children in Year 6. • NI 121: Mortality rates from all circulatory disease at ages under 75.
To reduce the adverse effects of transport on safety.	<ul style="list-style-type: none"> • Will it lead to a decrease in traffic accidents/accident severity and help meet KSI targets? 	<ul style="list-style-type: none"> • 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

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators
Inclusive communities		
To increase accessibility to key services, facilities, and retail without the need for a car.	<ul style="list-style-type: none"> • Will it provide opportunities to travel without the need for a car? 	<ul style="list-style-type: none"> • NI 175: Access to services and facilities by public transport, walking and cycling.
To ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.	<ul style="list-style-type: none"> • Will it lead to alternatives ways of travel to employment hubs? 	<ul style="list-style-type: none"> • NI 176: Working people with access to employment by public transport (and other specified modes)
To reduce the community severance effects of transport.	<ul style="list-style-type: none"> • Will it result in a reduction in community severance (i.e improved crossing facilities, reduced traffic speeds and reduced traffic levels)? 	<ul style="list-style-type: none"> • NI 178: Bus services running on time
Transport		
To reduce the need to travel, and promote sustainable travel modes of transport.	<ul style="list-style-type: none"> • Will it increase the range, availability and affordability of sustainable travel choices (i.e public transport, walking, cycling)? 	<ul style="list-style-type: none"> • Number of households with two 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.	<ul style="list-style-type: none"> • Will it help to manage routes effectively in order to maintain journey times? 	
To invest in transport improvements that help the economy of Wiltshire.	<ul style="list-style-type: none"> • 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 - appraisal questions	Potential indicators
To reduce the impact of road freight on communities.	<ul style="list-style-type: none"> • Include areas where tourism has a foothold? • 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? 	

Assessing the effects of the LTP3

One of the requirements of the SEA Regulations is to consider alternative approaches to achieving the objectives of LTP3, so that the environmental effects of these alternatives can be assessed. The DfT's guidance recommends predicting the effects of LTP3 and its options by examining each strategy/measure in turn, and involves:

- identifying the changes to the baseline which are predicted to arise from LTP3, including any alternatives
- describing these changes in terms of their significance, such as their magnitude, geographical scale, time period, frequency and whether or not these effects are secondary, cumulative and/or synergistic.

Identifying the effects of the plan

There are many techniques available to provide a detailed quantitative assessment. However, these tend not to be particularly useful when assessing a LTP, mainly because SEAs are used to assess broad strategies rather than specific site proposals. Consequently, qualitative predictions are equally valid and appropriate, and as such expert judgement has formed the main basis for the assessment of LTP3, which is supported by documented evidence where possible.

The SEA Regulations also require an assessment of the secondary, cumulative and synergistic effects. These effects are reported as part of the evaluation of the draft plan for each SEA topic and includes the effects with other developments, plans and programmes. These summaries/assessments have mainly considered the likely future development in Wiltshire of the combined effects of each transport strategy with other plans and programmes.

Assessing the significance of the effects

Once the effects have been identified, it is necessary to indicate the level of significance (i.e. whether minor or major significance). The SEA Regulations specify the criteria that should be taken into account when determining the likely significant effects. These criteria essentially relate to the nature of the effects arising from the plan and the value and vulnerability of the receptors as follows:

- How valuable and vulnerable is the receptor that is being impacted?
- How probable, frequent, long lasting and reversible are the effects?
- What is the magnitude and spatial scale of the effect?
- Are the effects positive or negative?

The assessment of significance should involve the assessor considering the above criteria for each potential impact along with a consideration of how the plan will help to achieve (or not) the SEA objectives.

The Implementation Plan is particularly strategic and does not provide any real detail regarding schemes and the location of measures and services. It does contain four different budget scenarios, £4 million, £3 million, £2 million and £1 million, with each providing broad monetary allocations to the different schemes. There is no detail attached to the scenarios regarding location of schemes, the extent of schemes or timescales (given this is a one year plan). Therefore it has not been possible

to test the Implementation Plan at this stage against the SEA objectives. It is envisaged that as more information becomes available, or a detailed plan is presented a SEA re-assessment will be undertaken.

As a result of these uncertainties within the LTP3, it has been very difficult to establish any sort of certainty with the SEA. Nevertheless, Table NTS5 shows the adopted approach used when assessing the level and type of significance.

Table NTS5: SEA significance scores and criteria

Score	Description	Symbol/Key
Significant positive effect	The plan addresses all the elements that are required to protect the environment and address the relevant sustainability issues in Wiltshire and would help achieve all of the applicable SEA objectives. The plan also sets out how, where and when these policies will be implemented. They will have a positive impact in relation to characteristics of the effect and the sensitivity of the receptors.	++
Minor positive effect	The plan addresses all the elements that are required to protect the environment and address the sustainability issues in Wiltshire and would help achieve all of the SEA objectives.	+
Partial positive/partial negative effect	The plan addresses some of the elements that are required to protect the environment and address the sustainability issues in Wiltshire and would help achieve or partially achieve the SEA objectives. There is also an element of the plan that conflicts with some of the SEA objectives.	+/-
No significant effects	The plan does not have an effect on the achievement of the SEA objectives	0
Significant negative effect	The plan conflicts with some of the SEA objectives. The plan also sets out, how, where and when these policies will be implemented and these will have a negative effect in relation to characteristics of the effect and the sensitivity of the receptors.	--
Minor negative effect	The plan conflicts with some of the SEA objectives	-
Uncertain	It is unclear whether there is the potential for a negative or positive effect on the SEA objective.	?

Generation and assessment of options

The SEA Regulations state that the SEA should identify, describe and evaluate the likely significant effects of implementing the plan or programme, and alternatives. The way that reasonable alternatives are defined in the LTP process is through identification and testing of plan options. Below is an outline of how the options were generated and assessed.

A number of strategic options were generated based on three different approaches: conventional, balanced and radical. These options were designed to help meet the LTP3 goals and objectives and resolve identified challenges. In total, 73 strategic transport options were generated in 24 different themes (see Table NTS6 below). Initially, most of the options were tested using a process based broadly on the Scottish Transport Appraisal Guidance against the national transport goals and an implementation assessment which sought to establish how confident the council could be in

implementing each option in terms of technical, procedural, operational, financial and political/public issues. Sieving led to 31 options being taken forward for further consideration (the themes of buses and car parking were excluded from this process as the council had commissioned separate comprehensive studies); in those cases where the 'best' option performed relatively poorly against either the national transport goals or the implementation assessment, then the next 'best' option was also taken forward. Part two of the process was based on appraising each of the remaining strategic transport options against the 18 strategic transport objectives

Table NTS6: Strategic transport themes

Freight	Cycling	Walking	Maintenance	Road safety
<ul style="list-style-type: none"> break bulk routing management information parking rail 	<ul style="list-style-type: none"> network parking 	<ul style="list-style-type: none"> network 	<ul style="list-style-type: none"> carriageway maintenance structures rights of way 	<ul style="list-style-type: none"> education, training and publicity local safety schemes school travel plans
Smarter choices	Network management	Passenger transport	Other	
<ul style="list-style-type: none"> travel plans smarter choices 	<ul style="list-style-type: none"> congestion management urban traffic control route/user hierarchy 	<ul style="list-style-type: none"> bus rail 	<ul style="list-style-type: none"> major schemes car parking 	

The final part of the appraisal process consisted of appraising the 31 strategic transport options against the SEA objectives. At this stage of the assessment, there wasn't any detail about the location or implementation plans for any of the options, and consequently the assessment was high level and very broad.

Recent changes made by the new coalition government have contributed to a period of significant uncertainty, particularly with regard to future housing growth and funding levels. Given this, the council has taken the pragmatic decision to reduce the scale and scope of this LTP3 by:

- only producing a one-year implementation plan
- not including any area transport strategies
- just producing four theme strategies - freight, parking, public transport and road safety.

Once clarity has been restored, the council will produce a three/four year implementation plan, area transport strategies for Chippenham, Devizes, Salisbury and Trowbridge, and the remaining theme strategies. All of these will be subject to public consultation in 2011/12.

Summaries of these SEA option assessments are shown below, with the full appraisals available in Appendix C.

FREIGHT
<p>BREAK BULK:CONVENTIONAL - Very limited potential to enhance the quality of the surrounding local environment, but some slight improvements to air quality and emission outputs partly as a result of less congestion in built-up areas and partly because of smaller engines.</p>
<p>BREAK BULK:BALANCED - Should reduce the impact of freight on local areas and help to enhance the quality of the local environment particularly when used in conjunction with other measures which encourage modal shift.</p>
<p>INFORMATION:BALANCED - Principally aimed at directing HGVs onto the advisory freight network, settlements that are on this network will suffer a series of negative impacts.</p>
<p>INFORMATION:RADICAL - Principally aimed at directing HGVs onto the advisory freight network, settlements that are on this network will suffer a series of negative impacts.</p>
<p>MANAGEMENT:BALANCED - This option is based on assessment of need, and therefore its impacts will only reach certain areas and communities. These areas should see a reduction in the adverse impacts caused by freight such as severance, visual and noise intrusion. A reduction of these negative impacts may encourage modal shift to walking and cycling, thereby reducing harmful pollutants and emissions which will benefit biodiversity.</p>
<p>NETWORK:BALANCED - Primarily aimed at redirecting freight to more suitable roads. Those settlements located along these roads will bear the brunt of negative impacts, such as increases to harmful pollutants and emissions as well as congestion. Some settlements and communities will see a reduction in freight which should encourage more active modes of travel.</p>
<p>PARKING:CONVENTIONAL - Non-prescribed parking should reduce the associated negative impacts, such as visual intrusion and severance. It should also increase road safety which may encourage walking and cycling, thus reducing harmful effects of traffic on biodiversity.</p>
<p>PARKING:BALANCED - Non-prescribed parking should reduce the associated negative impacts, such as visual intrusion and severance. It should also increase road safety which may encourage walking and cycling, thus reducing harmful effects of traffic on biodiversity.</p>
<p>RAIL:CONVENTIONAL - Potential biodiversity impacts at new site, such as habitat fragmentation and/or loss. This must be balanced by a reduction of freight on the road network and the amount of air pollution and emissions generated as a result as well as less visual intrusion, and severance. Settlements near to the designated site will likely suffer more noise and vibration and congestion.</p>
<p>RAIL:BALANCED - Potential biodiversity impacts at new sites, such as habitat fragmentation and/or loss. This must be balanced by a reduction of freight on the road network and the reduced amount of air pollution and emissions generated, as well as less visual intrusion, and severance. Settlements near to the designated site will likely suffer more noise and vibration, congestion and pollution.</p>
PARKING
<p>CONVENTIONAL - Maintenance of existing parking charges does little to reduce use of the car, at best the status quo will be maintained as far as traffic levels are concerned, however it is more likely that traffic levels will continue to rise, effectively causing other more sustainable modes to decline.</p>
<p>BALANCED - The management of parking and the addition/development of restrictions may help increase the number of those willing to walk and cycle for shorter trips. However, alternative modes of transport and sustainable initiatives would need to be successfully promoted to maximise the impact of the change of approach to parking.</p>
<p>RADICAL - This option focuses on restraining private vehicles from entering busy town centres whilst at the same time promoting the use of sustainable alternative modes of transport. However there is a need to ensure that consumers do not look to other areas where parking charges are less expensive.</p>

PUBLIC TRANSPORT (all except rail)
<p>OPTION 1 - AS NOW: BALANCED - There will be no significant changes to existing transport patterns. There will be continued access to key services through the provision of sustainable transport options particularly for vulnerable members of the community.</p>
<p>OPTION 2 - ENHANCEMENT TO SERVICES: RADICAL - Enhancements to services should encourage greater patronage, modal shift and therefore less use of the car, resulting in improvements to air quality and less emissions. This will benefit both the natural and built environments.</p>
<p>OPTION 3 - PART WITHDRAWAL: CONVENTIONAL - Reductions in passenger transport will not only increase car use but may also leave some communities and individuals isolated and unable to reach at least the essential key services. Increases in car use will result in increases to air pollution and emissions which will have a detrimental effect on both the natural and built environments.</p>
<p>OPTION 4 - CEASE ALL DISCRETIONARY: CONVENTIONAL - Although this option will significantly reduce costs for the council, there will be withdrawal of services that many rely on, this will result in more car use and many communities feeling isolated and unable to access key services.</p>
RAIL
<p>BALANCED - Reduces the need to travel without a car, unsure of the extent of modal shift at this stage, this is partly because of location uncertainties.</p>
<p>RADICAL - Potential for significant modal shift as result of this rail investment and subsequent improvements. This modal shift has benefits for many areas including both the natural and built environment as a result of better air quality and fewer emissions as well as sensual improvements to town centres as consequence of less cars, their noise and pollution.</p>

ROAD SAFETY
<p>E, T & P: BALANCED - Potential for a shift to active modes of travel as a result of better driver behaviour and reductions in speed. However it is unlikely to significantly enhance areas of cultural and historical worth or provide any significant benefits for the natural world.</p>
<p>LOCAL SAFETY SCHEMES: CONVENTIONAL - Some potential to reduce the impact of freight on communities though.</p>
<p>LOCAL SAFETY SCHEMES: BALANCED - Possible encouragement of cycling and walking through the perception of a safer living environment. However overall no significant modal shift but may reduce the impact of freight on communities.</p>
<p>TRAVEL PLANS: RADICAL - Increased school travel opportunities should result in less car travel to and from school, which will help to alleviate congestion and improve traffic flow creating a more manageable transport network which should significantly reduce the impact of transport on both the natural and built environment.</p>

The remaining themed options of cycling, maintenance, network management, smarter choices, structure and walking will be developed next year with implementation details to follow. However, below are brief summaries for each option with the full options assessment available in Appendix E.

<p>CYCLING NETWORK: BALANCED - Potential to encourage some modal shift resulting in improved air quality, reductions of CO₂ emissions, and increasing physical attractiveness and accessibility of areas. This has positive implications for biodiversity and for the public realm at large. Greater potential for modal shift when used in conjunction with other measures.</p>
<p>CYCLING PARKING: CONVENTIONAL - Very limited potential for modal shift and to enhance the quality of environment as a stand alone measure. Where implemented the design must be sympathetic to the surrounding area.</p>

<p>CYCLING PARKING: BALANCED - Limited potential to encourage modal shift and enhance the quality of the local environment as a stand alone measure. Where parking is implemented it should be sympathetic in design to the surrounding area.</p>
<p>MAINTENANCE MAINTENANCE: BALANCED - Potential to reduce the impact of the transport system on local communities and settlements as a result of improvements to road surfaces, which not only reduces noise and vibration but also through some modal shift to cycling and walking as result of improved maintenance standards.</p>
<p>MAINTENANCE RIGHTS OF WAY: BALANCED - Potential for modal shift to walking and cycling as a result of improvements to the network but which settlements and communities are affected rather depends on the level of hierarchy and location of the rights of way.</p>
<p>MAJOR SCHEMES MAJOR SCHEMES: CONVENTIONAL - Potential to increase car use as a result of road improvements, this will have a detrimental effect on the natural and historic environments and levels of walking and cycling as well as town centres as harmful pollutants and emissions rise and traffic volumes increase.</p>
<p>MAJOR SCHEMES MAJOR SCHEMES: BALANCED - Provides opportunities for modal shift in the SSCTS, resulting in less emissions and improvements to air quality as well as visual and noise improvements in town centres.</p>
<p>NETWORK MANAGEMENT CONGESTION: CONVENTIONAL - Potential for improvements to air quality and reductions in emissions as a result of improvements to congestion and traffic flow. However there is also the risk that these improvements will encourage further use of the car which will counter-act these potential benefits.</p>
<p>NETWORK MANAGEMENT WTCC: BALANCED - Some impact on streetscene and public realm as a result of necessary monitoring and controlling hardware, however this should result in improvements to congestion and traffic flow, with benefits for the natural and built environments.</p>
<p>NETWORK MANAGEMENT HIERARCHY: RADICAL - Environments will likely become less car centric as more sustainable modes of transport take priority, this will mostly take place in urban and town centres.</p>
<p>SMARTER CHOICES SMARTER CHOICES: BALANCED - Encourage travel behaviour change amongst motorists, although the level of modal shift is expected to be limited. As a result the benefits to the natural and built environments will be limited too.</p>
<p>SMARTER CHOICES TRAVEL PLANS: CONVENTIONAL - Encourages and supports behavioural changes to more sustainable modes of travel, however the level of modal shift is expected to be limited and therefore unlikely to result in any significant changes to air quality and CO₂ emissions, with enhancement and impact on the natural and built environments being minimal too.</p>
<p>SMARTER CHOICES TRAVEL PLANS: BALANCED - Promotes sustainable travel and increases opportunities for sustainable travel resulting in modal shift with benefits to the natural and built environments, such as improved air quality and reduced CO₂ emissions.</p>
<p>STRUCTURE BRIDGES: BALANCED - Reductions in journey lengths as a result of bridge improvements should result in shorter and more efficient journeys benefits such as better air quality and reduced CO₂ emissions and should lessen the impact of freight on some communities, which may result in increases to cycling and walking levels. However, improvements to journey time reliability may result in more car use.</p>
<p>WALKING NETWORK: RADICAL - Improved walking links to key services and public transport interchanges should result in modal shift, which will provide benefits for the natural and built environments. This will occur through reductions in emissions and better air quality as well as less visual and noise intrusion and improvements to road safety.</p>

The future baseline

As well as testing the above options, it is also a requirement of SEA to test the likely evolution of the environmental baseline in the absence of LTP3. This option is referred to as the 'do nothing' option. The subsequent strategies of the LTP3 are compared against this 'do nothing' option so that it is clear what difference the plan would make compared to a situation where no plan is implemented.

As part of this option, there is an assumption that the LTP3 will not be implemented, however, there are a number of other transport and development programmes, some statutory, which will go ahead even in the absence of the LTP3. The future baseline has been assessed against the SEA objectives and the full results are shown in Appendix C, below is a summary of the results.

Future baseline - summary of 'do nothing' option

In the absence of LTP3 the future baseline will have many negative effects on the SEA objectives as traffic levels and miles driven continue to grow causing many adverse consequences, including increased amounts of congestion and pollution. Consequently CO₂ levels and air pollution are likely to rise in the absence of LTP3 measures to encourage and promote sustainable travel. Climate change could have a profound effect on the transport system as weather patterns intensify bringing warmer and wetter winters, more stormy weather and hotter summers. However as highway and bridge maintenance will continue in the absence of the plan there will be some amelioration of the effects.

Access to services will rapidly decline especially in the rural and poorer areas of the county as transport services are withdrawn. Congestion will affect bus punctuality and journey time reliability will decline which not only has direct consequences but which will also alter people's perception of public transport. Community severance will become worse making cycling and walking less likely.

In terms of road safety, changes in vehicle design may mean less severe accidents occurring, however increases in traffic and miles driven increasing the risk of accidents.

In the absence of a plan there will be no measures in place to encourage alternatives to road freight and no encouragement to freight users to use advisory routes causing the impact of road freight to worsen on communities and the environment.

Finally increasing traffic levels, congestion and pollution will have many knock-on effects, such as negative effects to wildlife and landscapes as well as the health and well-being of the population.

Evaluation of the draft plan

This section reports of the significant effects identified as part of the assessment of the draft LTP3. The assessment was carried out on a topic by topic basis and the full assessment is available in Appendix D. The effect of the draft LTP3 are summarised below.

The following options were chosen during the option assessment and form each of the strategies they relate to.

Freight		Public transport		Road safety	
Theme	Approach	Theme	Approach	Theme	Approach
Break bulk	Conventional	Bus	Balanced	Education, training and publicity	Balanced
Routing	Balanced	Rail	Balanced	Local safety schemes	Balanced
Management	Balanced			School travel plans	Radical
Information	Radical				

Freight		Public transport		Road safety	
Parking	Conventional				
Rail	Conventional				

The car parking strategy was subject to public consultation between July and September 2010, and the agreed approach will be considered and approved by the council's Cabinet at its meeting in December 2010.

This section summarises the significant environmental effects of the draft LTP3.

Biodiversity

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on biodiversity. On the whole the plan performs well against the SEA objectives, both individually and collectively. It largely seeks to reduce the impact of transport on the natural environment, which is assumed to include biodiversity, through traffic management and modal shift measures. There is one minor negative for road safety and a partial minor negative for public transport where there is a possibility (budget dependent) that roadside verge removal may take place as a result of junction improvements and to make way for bus shelters/stops. There is also the possibility that lighting from bus shelters can have a negative impact on bats, birds and other mammals. However where this may take place is not known and therefore a full assessment cannot be made at this stage, but broad mitigations measures have been suggested.

Cumulative, synergistic or secondary effects

Temporary construction sites can affect local biodiversity. More permanent changes or construction of transport infrastructure could result in more lasting habitat fragmentation and loss. Where this is the case mitigation measures will be proposed, (for example this may occur where new car parks are proposed).

Reducing the need to travel and modal shift both help to improve air quality and can have a positive secondary effect on biodiversity. Modal shift is most likely to occur where a range of measures are implemented. Improvements to cycling and walking infrastructure and enhancement of passenger transport will encourage some modal shift; where this is combined with other measures to reduce and manage traffic modal shift will be more significant. Such measures include freight management and demand management, such as car park charging and improvements to the public transport network. A part or full withdrawal of all or some passenger transport services will likely result in an increase in private vehicle trips, which in turn will increase amounts of air pollution. Reduced traffic levels will also help to reduce wildlife casualties.

Land, soil and water resources

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on land, soil and water resources. On the whole the plan performs well against the SEA objectives, and largely seeks to reduce the impact of transport on the natural environment, through traffic management and modal shift measures. Minor negative impacts include the potential for new council car parks (including Park & Ride sites) and the move to minimum residential parking standards which can lead to a greater land take requirement for parking. The potential for road safety junction improvements (budget dependent) and SO17 objective to improve access to the countryside may have a larger land take requirement. However where this may take place, if at all, is not known and therefore a full assessment cannot be made at this stage.

Cumulative, synergistic or secondary effects

Temporary construction effects have the potential to impact on soil and water resources, ie this may occur where new car parks are proposed. Where this does occur or is likely mitigation measures will be proposed at the scheme level. Reducing the need to travel and encouraging modal shift will not only directly help to improve air quality but as a secondary effect soil and water quality is likely to improve also, particularly as result of reduced acidifications.

There are no cumulative effects overall in respect of land, soil and water resources.

Air quality and environmental pollution

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on air quality and environmental pollution. Whilst the overall strategy (especially SO11) has the potential to improve air quality, a number of the proposed strategies have a negative or uncertain effect on air quality. For instance, there are some proposed freight routes through AQMAs, (Westbury and Salisbury), and the lack of detail in the Implementation Plan means that its effects are uncertain at this stage. Whilst overall the public transport strategy seeks to encourage modal shift, there is some uncertainty regarding the use of older vehicles and the impact this may have on air quality. Uncertain funding means it is not possible to pass judgement as to whether these vehicles are likely to be replaced. Some road safety measures, such as some traffic calming measures, can also have a negative impact on air quality. Where this is the case mitigation will be suggested.

Cumulative, synergistic or secondary effects

In order to improve local air quality and reduce environmental pollution modal shift is required, this will reduce vehicles on the network and will reduce congestion and allow for freer flowing traffic, reducing harmful vehicle outputs. The measures which endeavour to achieve this directly are those that offer improvements to the public transport network and discourage use of the car such as car park charging.

However, these measures could also make roads more attractive to car drivers and thus increase traffic levels, which could potentially undo the benefits of any modal shift and freer flowing traffic. Therefore demand management measures to reduce car use may also need to be implemented in order to reduce a return to congestion in any "freed up" road space.

Climatic factors

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on climatic factors. Whilst the overall strategy has two objectives, SO11 and SO16, specifically aimed at reducing CO₂ emissions and making the transport system more resilient to climate change, some of the proposed strategies may have a negative or uncertain effect on climatic factors. The lack of detail in the Implementation Plan means that its effect on the plan is uncertain at this stage. The public transport strategy also has an uncertain effect, primarily due to unknown funding levels and the consequence this may have on renewing ageing vehicles which can produce more emissions. Some road safety measures, such as traffic calming schemes, are also known to produce more emissions, where this is the case mitigation will be suggested. On the positive side, parking charges, safer roads and improvements to public transport should all help to induce modal shift, thus reducing CO₂ emissions.

Cumulative, synergistic or secondary effects

The cumulative effects of LTP3 implementation on CO₂ emissions have the potential to be significantly positive but this will depend on levels of modal shift away from the the private motor car to more sustainable modes of transport. As well as this, if policies to reduce the need to travel are made in the local development framework there is further potential to reduce emissions. The measures which endeavour to achieve this directly are those that offer improvements to cycling infrastructure and the walking network as well as improvements to the public transport network. Clearly the more radical the measure the more significant the modal shift is likely to be. Greater modal shift may also be achieved by making improvements to the road network through various management techniques and measures. This importantly includes freight management; freight can be very intimidating for cyclists and pedestrians and can deter both these forms of transport. The cumulative effects of reductions in freight and the implementation of cycling and walking infrastructure are likely to encourage much greater levels of modal shift. However, these measures could also make roads more attractive to car drivers and thus increase traffic levels, which potentially undo the benefits of modal shift and freer flowing traffic. Therefore demand management measures to reduce car use may also need to be implemented in order to reduce a return to congestion in any "freed up" road space.

No cumulative effects have been identified in relation to adapting to climate change.

Historic environment

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on the historic environment. However, the assessment has noted that, transport objective SO4, and some road safety measures, have the potential to introduce junction improvements and other transport infrastructure into historic environment all of which can have a negative impact. Where this is the case, mitigation will be carried out at the scheme level. Whilst the parking strategy largely seeks to reduce the the impact of transport through trip reduction there is a danger that people choose to park in nearby streets which can have an adverse impact on historic areas. The freight strategy seeks to route traffic away from sensitive areas.

Cumulative, synergistic or secondary effects

Historic landscapes, townscapes and environments are likely to be affected by the introduction of unsympathetic infrastructure. Temporary construction also have the potential to impact on local archaeological sites. Where this occurs local mitigation measures will be proposed. Reductions of traffic in historic settlements and environments will benefit the historic character of these settlements and may result in secondary effects on heritage assets as result of improved air quality and reductions in vibration. Shared deliveries would help to reduce the size and numbers of HGV's entering areas of historic, cultural and archaeological value as well help encourage walking and cycling by reducing the intimidation further.

Landscape and townscape

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on landscapes and townscapes. However, the assessment has noted the following that transport objective SO4, and some road safety measures, have the potential to introduce junction improvements and other transport infrastructure which can have a negative impact,. Where this is the case, mitigation will be carried out at the scheme level. Whilst the parking strategy largely seeks to reduce the the impact of transport through trip reduction there is a danger that people choose to park in nearby streets which can have an adverse impact on townscapes. The freight strategy also seeks to route traffic away from sensitive areas.

Cumulative, synergistic or secondary effects

Reducing the need to travel and encouragement of modal shift to more sustainable modes of transport is likely to result in landscapes and townscapes being relieved of higher levels traffic; the extent of this is dependent on levels of modal shift. Demand management which "lock-in" any reductions in traffic could provide opportunities for enhancing townscapes and increase the quality of the public realm. Cumulative effects for townscape should be positive assuming there is some degree of modal shift. The cumulative effects on landscapes and its associated tranquillity are less certain as improvements within the road corridors could result in increased levels of traffic if travel along trunk roads is made both faster and safer.

Population

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on population. With the exception of freight, on the whole, the strategies largely seek to improve the accessibility of a wide range of services and facilities, this may be through direct measures to increase sustainable public transport or indirectly such as restricting the use of parking through charging policy and/or road safety improvements which can encourage modal shift.

Cumulative, synergistic or secondary effects

Significant positive cumulative effects have been identified. Enhancing the improved provision and access to public transport should help to improve access to key services and opportunities for all, particularly for those without access to a private motor car. Measures related to improvements of public transport, such as platform steps at railway stations, should improve access to the transport system for groups such as the disabled and elderly, which is especially relevant given the ageing population within Wiltshire and the south-west. Interventions to reduce traffic levels and traffic speed have the potential to reduce community severance, as well as measures to improve safety, reduce accidents and improve security should result in greater community cohesion.

Healthy communities

The plan indicates that there will be significant positive effects for healthy communities. Both the overall strategy and road safety strategy have the potential to contribute significantly to the strategic transport objectives. Both of these strategies seek to reduce the need to travel by car, either directly and in-directly and both seek to reduce noise and the number of accidents. The Implementation Plan is only able to offer uncertain effects at this stage, whilst the public transport strategy highlights that there is potential for unwanted noise in tranquil areas as older public transport vehicles continue to be used. On the whole the potential to contribute to the SEA objectives for healthy communities is strong.

Cumulative, synergistic or secondary effects

The implementation of road safety measures, especially where there are specific safety concerns should result in fewer serious road accidents and may also encourage more people to walk and cycle in these areas. The encouragement of physical modes of transport such as walking and cycling is also likely where there is appropriate and suitable integration with public transport, especially at interchanges. Improvements in air quality is also likely to encourage some modal shift, this is especially true in Air Quality Management Areas. Where there are significant improvements to the public realm as a result of reduced traffic levels there is also likely to be improvements to the overall well-being of local residents. Reductions of traffic levels in settlements and more rural areas, including town and village centres will result in some reductions in noise levels and vibration. The cumulative effects of LTP3 implementation has the potential to be positive but this is dependent on levels of modal shift to more sustainable modes. Minimal modal shift is likely where stand alone measures to encourage behaviour change are implemented. Freight management and other traffic management measures

which seek to reduce the negative effects of transport on the local environment will also encourage modal shift as highway networks become more pleasant and less intimidating places to cycle and walk.

Inclusive communities

The plan indicates that there will be significant positive effects for inclusive communities. The overall strategy includes a number of objectives which seek to improve accessibility and reduce the need to travel by car. Other strategies, such as parking and public transport also seek to reduce the need to travel by car, and this coupled with road safety measures should reduce community severance. Overall the strategies positively contribute to the SEA objectives for inclusive communities.

Cumulative, synergistic or secondary effects

The effective integration of the public transport network and interchanges with walking and cycling is likely to encourage a much greater take-up of these modes of travel; thus reduce the need to travel by car. Similarly enhancement of public transport routes to key destinations will encourage more travel by this mode of transport. Effective integration of transport and spatial planning will also provide significant opportunities to travel to employment opportunities without the need for a car.

Transport

The plan largely has a minor positive effect on transport. With the exception of the freight strategy and the Implementation Plan, the strategies have the potential to reduce the need to travel by car and for more sustainable modes to be used.

Cumulative, synergistic or secondary effects

Effective spatial planning should reduce the need to travel as newly built settlements and communities contain all the necessary key services and facilities.

Sustainable travel will be promoted through the enhancement of the cycling and walking networks as well as passenger transport and rail. Freight and demand management will help to encourage more use of active modes of travel as traffic levels are reduced and routes become less intimidating for users. However demand management must ensure the benefits are "locked-in" and do not encourage further use of the car.

Economy and enterprise

Overall the plan performs well against the SEA objectives. With the exception of the Implementation Plan which remains uncertain at this stage, the other strategies have the potential to improve the economy and enterprise of Wiltshire, through measures to improve journey time reliability and reduce congestion and improve traffic flows. Clearly the freight strategy seeks to reduce the impact of freight on local communities.

Cumulative, synergistic or secondary effects

The cumulative effects for economy and enterprise are fairly significant with management of the overall transport network generally aimed at managing and maintaining an efficient transport system. This includes network management aimed at reducing congestion and improving traffic flows, thus improving journey time reliability and maintaining journey times. This also encourages travel by more sustainable modes, thus reducing demand on the road network. Demand management also plays a significant role in reducing traffic entering town centres and the management of the road network. Generally freight management is aimed at ensuring that the impact of freight is reduced throughout the communities in Wiltshire. In particular shared deliveries and/or break bulk facilities would help to alleviate the impact of freight, particularly for the SSCTs and market towns, by reducing visual

intrusion and vibration and the effects of noise. However there would probably be a need to double handle goods where operators would have to incur an extra cost. These shared deliveries will also mean that there reduced traffic on the road network resulting in less congestion and improved traffic flows. This will help to improve journey time reliability and maintain journey times. Maintenance of the network would also ensure that the impact on the highway network is reduced as result of improved road surfaces reducing noise and vibration.

Cumulative effects with other plans

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy. Biodiversity

Mitigation and enhancement measures

Mitigation and enhancement measures include the following.

- In rural areas bus shelters that have lighting should be sensitive to people movement and only come on when there is a person(s) present. This should then have minimal impact on habitat and species.
- Clarify what is exactly meant by the natural environment in the strategic transport objective SO3.
- Further emphasis on the use of unallocated communal parking should be considered as part of the approach to residential parking. More generally, a comment on environmental mitigation measures (eg use of permeable surfaces) should be included in the strategy.
- Potential to offer grants to operators to upgrade older vehicles to Euro 5 or 6 engines.
- Planning permission will be sought using the appropriate channels, and where necessary, conservation area consent will be gained. Each case will be considered on an individual basis, and where practical, the appropriate use of building materials will be used.
- The adoption of the radical parking charges option would provide the most beneficial impact on the historic environment. Controlled parking schemes need to be considered where commuter/shopper parking is redistributed onto inappropriate streets.

Monitoring measures

Under the SEA Directive, there is a statutory requirement to monitor the environmental impacts of the implementation of the plan.

The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan's objectives. A series of monitoring indicators in relation to the SEA topics have been proposed which will be further developed as part of the SEA Statement.

Next steps

The publication of the non-technical summary and Environmental Report allows statutory consultees, the public and others the opportunity to comment on the contents of both the LTP and the Environmental Report.

The draft LTP3 will be developed prior to the final plan being published in March 2011. The results of this consultation and the accompanying Environmental Report will be used to guide the development of the final LTP3.

This non-technical summary and Environmental Report will be available on the relevant Wiltshire Council consultation page:

<http://consult.wiltshire.gov.uk/portal>

Consultation on the LTP runs from 4 October to 26 November 2010 and consultation for the Environmental Report runs from 11 October 2010 to 26th November 2010.

Any comments relating to the content of the Environmental Report should be sent to:

Sustainable Transport Group

Department of Neighbourhood and Planning

Wiltshire Council

County Hall

Trowbridge

BA14 8JD

Email: transportplanning@wiltshire.gov.uk

Comments received on the contents of the draft LTP3 and Environmental Report will be taken into consideration as the final LTP is developed for publication in March 2011. The SEA Statement, published at the same time, will document how the comments have been taken on board.

1 Introduction

1.1 Background and context

This Environmental Report (ER) on the provisional third Wiltshire Local Transport Plan (LTP3) 2011-2026 has been prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004. The Regulations require that the ER should accompany the 'draft' Local Transport Plan that is available for consultation with the public and other stakeholders. The ER and its assessment activities were based on the following guidance: Department for Transport (April, 2009): Strategic Environmental Assessment for Transport Plans and Programmes. TAG Unit 2.11. "In draft" Guidance and Office for Deputy Prime Minister (ODPM, 2005): A Practical Guide to the Strategic Environmental Assessment Directive.

LTP3 is the document that sets out the council's approach to tackling the current problems and future challenges of the transport system in Wiltshire. It 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 Strategic Environmental Assessment

The Wiltshire LTP3 is subject to a full Strategic Environmental Assessment (SEA) in line with the requirements of *Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004* (otherwise known as SEA Regulations). These Regulations require an environmental assessment to be carried out on certain plans and programmes prepared by public authorities that are likely to have a significant effect upon the environmental, social and economic objectives.

It is a systematic process that assists authorities in the identification and assessment of the significant environmental impacts of a plan. The five key 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.
- Providing information when the plan is adopted and showing how the results of the SEA and consultation have been taken into account. This will be in the form of an SEA Statement.

1.3 The Local Transport Plan process

The Transport Act 2000 requires most local authorities in England to produce and maintain a Local Transport Plan (LTP). LTP's sets out the authority's local transport strategies, policies, and Implementation Plan. The Local Transport Act 2008, which amends the Local Transport Act 2000, sets out the requirements for LTP3. Whilst LTP's are still mandatory there have been some slight changes to their role. The main differences between LTP2 and LTP3 are shown below:

- LTP3 will no longer be formally assessed by DfT.
- DfT will no longer impose mandatory targets or require submission of formal transport monitoring reports.
- LTPs must include separate strategies and implementations plans.
- LTP3 will not necessarily have a five year timescale. Local transport authorities may replace their plans as they see fit but LTPs must be kept up to date.

1.4 Structure of the Environmental Report

Section 2 of this ER presents information about Wiltshire's LTP3. Sections 3 and 4 provide information on the environmental and planning context of the plan and the scope of the assessment. Sections 4 and 5 provide details on objectives, indicators and alternative strategies. The assessment findings are presented in section 7 with section 8 providing an outline of the monitoring strategy that is to be further developed following adoption of the final plan.

The ER presents the results of stages, A, B and C of the SEA process, see below for an outline for all stages of the SEA process:

Stages of SEA process

Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope
Stage B	Developing and refining alternatives and assessing effects
Stage C	Preparing the Environmental Report
Stage D	Consulting on draft programme and the Environmental Report
Stage E	Monitor the significance effects of implementing the plan or programme on the environment

The Regulations require that an ER records the assessment of the significant environmental impacts of the draft plan and its alternatives. This ER is published with the provisional LTP3 (stage D) and provides information to the LTP adoption processes on the environmental effects of alternative strategies. The Regulations also require that the consultation bodies, of the Environment Agency, Natural England and English Heritage, and the public must be provided with an early and effective opportunity to express their opinions on the content of the Environmental Report.

1.5 The SEA methodology

The SEA of the Wiltshire LTP3 is being carried out by the Transport Policy team at Wiltshire Council. Specialist independent consultants ENVIRON UK Ltd providing SEA training, support and verification of the SEA outputs. The guidance used during the SEA process is: Department for Transport (2009); *Strategic Environmental Assessment for Transport Plans and Programmes*. TAG Unit 2.11 "in draft" Guidance and Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive.

1.6 Stage A - Scoping Report

Stage A of the SEA, (i.e. setting the context and objectives, establishing the baseline and deciding on the scope of assessment), was undertaken during the summer and autumn of 2009 and was consulted on between 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. The results of the scoping stage will be presented in the SEA Statement.

1.7 Habitats Regulation Assessment

The LTP3 has been screened for potential Likely Significant Effects on sites of international nature conservation importance (European designated sites or Natura 2000 sites) through a separate Habitats Regulations Assessment (HRA) screening assessment. European designated sites, which are Special Areas of Conservation and Special Protection Areas (in the UK Ramsar sites are also given the same level of protection), have been considered which fall within Wiltshire and within the surrounding counties. The HRA screening assessment has been carried out in parallel with this SEA by consultants ENVIRON UK Ltd. The HRA is required under the EU Habitats Directive (EU Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora) and the transposing UK Regulations (The Conservation of Habitats and Species Regulations, SI 2010 No. 490). The results of the HRA screening assessment are published within a separate HRA screening report and will inform the final LTP3 and the SEA.

1.8 Equalities Impact Assessment

Local authorities have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment (EqIA) of their LTP. EqIA can help determine how an LTP affects different groups of people. DfT guidance on LTPs advises that an EqIA encompass race, gender, disability, age, religion/belief and sexual orientation. The EqIA and SEA processes are separate but in order to make the EqIA easier equalities issues have been built in the SEA framework. Wiltshire Council will be producing an EqIA before the plan is complete.

1.9 Link with the New Approach to Appraisal (NATA)

The New Approach to Appraisal (NATA) is the process which the government recommends is used by transport authorities to formulate and test transport options, both scheme options and options for plans and programmes. Appraisal is made in relation to the Government's five objectives for transport although these are being reviewed in light of the new national objectives for transport. Government guidance on SEA for transport plans makes it clear that SEA should use the NATA framework as a basis and utilise its methodologies where possible.

2.0 Limitations to this report

Limitations and difficulties encountered during the preparation of this report are explained where relevant throughout the report. However there is one key difficulty which requires highlighting early on and that is the uncertainty regarding future funding and policy direction in light of both the recession and the change of government. The new coalition government has announced the abolition of Regional Spatial Strategies and Policy Planning Statements are also likely to change and reflect new policies. All of these difficulties and changes have made the development of both the LTP and SEA very challenging indeed.

2 Wiltshire Local Transport Plan

2.1 Introduction

The provisional third Wiltshire Local Transport Plan (LTP3) 2011-2026 sets out the council's approach to tackling the current problems and future challenges for the transport system in Wiltshire.

LTP3 sets out the strategy, vision and implementation programme for all forms of transport. It aims to meet national, regional and local priorities, including the government's national goals for delivering a sustainable transport system, which are:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks
- to reduce transport 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 through reducing the risk of death, injury or illness arising from transport, and 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.

The strategy part of the LTP3 will cover the period 2011/12 - 2025/26 to tie in with the emerging Wiltshire Local Development Framework (LDF) Core Strategy. Reviews of the LTP strategy would be undertaken to coincide with reviews of the LDF core strategy.

As outlined in the main LTP3 strategy document, Wiltshire Council is faced with a number of uncertainties, financial and otherwise. Recent changes made by the new coalition government have contributed to a period of significant uncertainty particularly with regard to future housing growth and funding levels. Given this, the council has taken the pragmatic decision to reduce the scale and scope of this LTP3 by:

- only producing a one-year implementation plan
- not including any area transport strategies
- just producing four theme strategies (i.e. parking, freight, public transport and road safety).

Once clarity has been restored, the council will produce a three/four year implementation plan, area transport strategies for Chippenham, Devizes, Salisbury and Trowbridge, and the remaining theme strategies. All of these will be subject to public consultation in 2011/12.

2.2 LTP3 objectives

The provisional LTP3 contains 18 strategic objectives, which were developed following DfT guidance and which reflect local circumstances. These are as follows:

Table 1: Strategic transport objectives

Ref.	Strategic objective
SO1	To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
SO2	To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail.
SO3	To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
SO4	To minimise traffic delays and disruption and improve journey time reliability on key routes.
SO5	To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
SO6	To make the best use of the existing infrastructure through effective design, management and maintenance.
SO7	To enhance Wiltshire's public realm and streetscape.
SO8	To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
SO9	To reduce the impact of traffic speeds in towns and villages.
SO10	To encourage the efficient and sustainable distribution of freight around Wiltshire.
SO11	To reduce the level of air pollutant and climate change emissions from transport.
SO12	To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
SO13	To reduce the need to travel, particularly by private car.
SO14	To promote travel modes that are beneficial to health.
SO15	To reduce barriers to transport and access for people with disabilities and mobility impairment.
SO16	To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil.
SO17	To improve access to Wiltshire's countryside and provide a more usable public rights of way network.
SO18	To enhance the journey experience of transport users.

3 Environmental and planning context

3.1 Introduction

This stage involves:

- Examining the relationship of the LTP 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 environment (baseline) related to all environmental topics which may be affected by the plan; and
- Identifying present and future environmental problems and opportunities to help ensure that the LTP addresses these issues where possible or at least does not contribute to making these problems worse.

3.2 Relationship with other plans and programmes

The Regulations (see schedule 2) state that an Environmental Report should outline:

- The plan's relationship with other relevant plans and programmes; and
- The environmental protection objectives, established at international, community or member state level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

To fulfil this requirement, a review of relevant plans, policies and programmes has been carried out to identify environmental objectives which may provide constraints or synergies with the plan being formulated. This review has covered international conventions to EU policies through to local plans and strategies.

3.2.1 National transport goals

The national transport goals are used as the main strategy framework for LTP3. These goals are as follows:

- 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.

3.2.2 Regional spatial strategy

The coalition government has recently revoked the Regional spatial strategies and therefore their inclusion here is no longer appropriate.

3.2.3 Sustainable community strategy and local area agreement

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 CO₂ 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.

The transport aspects of life in Wiltshire that are currently not 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.

The local area agreement (LAA) is the key delivery plan for the sustainable community strategy. It sets out the government’s and partner’s priorities for Wiltshire and what will be tackled first. Success will be gauged by measuring success against indicators - 28 indicators have been selected from a national list prepared by the government and include:

- NI 168 Principle roads where maintenance should be considered
- NI 188 Adapting to climate change
- NI 197 Improve local biodiversity - active management of local sites
- NI 1 Percentage of people who believe people from different backgrounds get on well together in their local area
- NI 175 - Access to services and facilities by public transport
- NI 186 Per capita CO₂ emissions in the LA area

LTP3 can help to deliver a number of these indicators and targets.

3.2.4 Local Development Framework - Core Strategy

At a county level the Wiltshire Core Strategy provides the strategic policy framework to guide development. There are also a large number of environmentally focused plans and programmes such as Biodiversity Action Plans and Landscape Character Assessments that an LTP has an indirect relationship with, which include international and national legislation down to local action plans. SEAs are based upon relevant objectives contained in these plans as this helps to highlight where issues of conformity arise.

3.2.5 Relevant environmental objectives

Table 2 provides a summary of the relevant environmental objectives arising from the review of plans and programmes, with the full review appearing in Appendix A.

Table 2: Summary of review of other plans an programmes

Summary of relevant environmental objectives
<p>Biodiversity</p> <p>The objectives of policies and plans at all levels focus on conservation of biological diversity with an emphasis on designated areas and the protection and monitoring of endangered and vulnerable species and habitats.</p>
<p>Land, soil and water resources</p> <p>The plans and programmes (PPs) focus on the protection of high quality agricultural land, the prevention of soil pollution and erosion; and the impact the transport system can have on water quality and resources.</p>
<p>Air quality and environmental pollution</p> <p>A number of objectives have been established in relation to air quality at both the European and UK level. At the county level emphasis is placed on reducing emissions of nitrogen dioxide, particularly from the transport sector.</p>
<p>Climatic factors</p> <p>Climate-related PPs focus on both mitigating the causes of climate change and adapting to the effects of climate change. Commitments for reducing greenhouse gas emissions range from the international level to the local level with a number of the PPs stating specific targets to reduce emissions of greenhouse gases. This is led at the national level by the Climate Change Act, which sets a legally binding target of at least a 34 per cent cut in greenhouse gas emissions by 2020 and at least an 80 per cent cut by 2050 against a 1990 baseline. Adaptation measures proposed by the PPs include the promotion of new infrastructure such as sustainable urban drainage systems (SUDS).</p>

Summary of relevant environmental objectives	
Historic environment	Historic environment priorities from international to local level include protecting designated resources and their settings such as listed buildings, conservation areas, scheduled monuments, and registered parks and gardens so that they may be enjoyed in years to come. Examples include the Strategy for the Historic Environment in the south-west and Stonehenge and Avebury Heritage Sites Management Plans.
Landscapes and townscapes	At the EU, national, regional and local level emphasis is placed on the protection of landscape as an essential component of people's surroundings and sense of place. A number of PPs encourage urban and rural regeneration and focus on aspects including the provision of open space, green networks and woodland as opportunities for sport and recreation, creating healthier communities, supporting and enhancing biodiversity, reducing temperatures in built up areas in summer, and reducing the impact of noise and air pollution.
Population	PPs on population include a range of different objectives, related to an ageing population, improving human rights and public participation in a society where everyone is treated fairly and appropriately.
Healthy communities	A number of PPs focus on improving the health of communities by reducing levels of accidents, improving safety of transport system and improving levels of support for physical activity, promoting healthier modes of travel and improving accessibility to healthcare and leisure/recreational facilities.
Inclusive communities	Improving accessibility to a range of services and facilities is the focus of many of the PPs, and include objectives which focus on the provision of sustainable transport modes with encouragement to reduce travel by the private motor car.
Transport	European and UK transport policies have specific objectives including reducing pollution and road congestion through improvements to public transport, walking and cycling networks as well as reducing the need to travel.
Economy and enterprise	The PP's focus on the need for the transport network to support sustainable economic development.

3.3 Environmental baseline information

The Regulations require that the ER includes an examination of the current state of the environment and its likely evolution without implementation of the plan. It is recognised that forecasting the future without the plan can be difficult due to the absence of data or information.

The baseline data collected during the scoping phase has been updated as the process has progressed. The SEA should focus on how the LTP can influence environmental and sustainability conditions. Therefore each SEA topic considers the effect that transport can have and this is used to provide a sound basis for the SEA framework. A summary of main issues effecting Wiltshire are shown in Table 3 with full and detailed information provided in Appendix B.

Table 3: Summary of the main sustainability issues

Summary of main baseline issues
<p>Biodiversity</p> <ul style="list-style-type: none"> ● 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 significant adverse impacts on wildlife and the associated habitats.
<p>Land, soil and water resources</p> <ul style="list-style-type: none"> ● 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 minerals extracted within Wiltshire are 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 somewhat 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.
<p>Air quality and environmental pollution</p> <ul style="list-style-type: none"> ● 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.
<p>Climatic factors</p> <ul style="list-style-type: none"> ● 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 CO₂ emissions, followed by Salisbury, this reflects the road network and traffic densities.
<p>Historic environment</p> <ul style="list-style-type: none"> ● 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.

Summary of main baseline issues
<ul style="list-style-type: none"> • Transport can have a serious adverse impact upon areas or buildings of historical or cultural value. • Wiltshire contains one World Heritage Site, Stonehenge and Avebury, with roads and traffic having a serious adverse impact at both sites.
<p>Landscapes (and townscapes)</p>
<ul style="list-style-type: none"> • 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 per cent 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, such as visually and in terms of tranquillity.
<p>Population</p>
<ul style="list-style-type: none"> • 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 these elements are made as accessible as possible.
<p>Healthy communities</p>
<ul style="list-style-type: none"> • Wiltshire's population is relatively healthy compared with the national picture. • 14.2 per cent of Wiltshire's adult population are physically active compared to the national average of 11.2 per cent and 59.5 per cent of children are active compared to 49.6 per cent 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 per cent of journeys to work are by bicycle in Wiltshire; however there is enormous potential to increase 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.
<p>Inclusive communities</p>
<ul style="list-style-type: none"> • 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 some of Wiltshire's residents.
<p>Transport</p>
<ul style="list-style-type: none"> • 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 per cent increase in the number of cars in Wiltshire. • Wiltshire has large rural areas where cycling may be less practical; however 49 per cent of live in urban settlements where there is much potential to increase cycling in these areas.

Summary of main baseline issues
<ul style="list-style-type: none"> ● 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 weren't designed for large freight vehicles.
Economy and enterprise
<ul style="list-style-type: none"> ● 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 occurs.

3.4 Environmental problems and opportunities

The identification of environmental problems and opportunities of relevance to the transport plan is an important part of the definition of key transport problems for the plan. It also allows the plan to avoid or help solve these problems. Table 4 provides details of the problems and opportunities in Wiltshire.

The review of plans and programmes effecting the county, and the collation of the environmental baseline data informed the identification of a series of environmental problems or issues that could be addressed by, or affect the strategies and measures developed in the LTP. Such issues have been confirmed through:

- Discussions with Wiltshire Council officers
- Information received during the scoping report consultation
- Review of baseline data, especially where targets are not track to be met or trends are negative
- Tensions/inconsistencies with other plans, programmes and sustainability objectives
- Review of climate change implications.

Table 4: Environmental problems and opportunities

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
Biodiversity		
<p>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.</p> <p>There is a large number of European designated sites within and surrounding Wiltshire.</p> <p>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.</p> <p>Road widening can potentially result in the loss of roadside verges.</p> <p>Increased sedimentation of waterways can and does significantly threaten the survival of freshwater ecosystems and habitats.</p>	<p>There will be a continued decline in certain habitats and species without active management.</p> <p>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.</p>	<ul style="list-style-type: none"> ● 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.
Land, soil and water resources		
<p>Road surfaces often exacerbate run off which can lead to pollution of watercourses and increase soil erosion.</p> <p>Roads can be long term sources of sedimentation if not properly maintained.</p>	<p>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.</p> <p>A reduction in productive agricultural land could threaten and damage the economy of Wiltshire.</p>	<ul style="list-style-type: none"> ● 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.
<p>New development continues to threaten the quantity of high quality agricultural land that Wiltshire has.</p>	<p>A reduction in productive agricultural land could threaten and damage the economy of Wiltshire.</p>	<p>Transport infrastructure (and new development) should avoid Greenfield sites where at all possible.</p>

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
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 historic environment will likely suffer with air pollution and vibration damage as well as a general decline in the quality of historic areas, which in turn could impact upon tourism and the economy of Wiltshire.	<ul style="list-style-type: none"> ● LTP3 needs to actively reduce traffic growth. ● The historic environment needs to be protected from the adverse effects of transport and 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.	<ul style="list-style-type: none"> ● 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.

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
<p>The transportation of minerals and waste by road can cause problems to local communities such as air quality and congestion.</p>	<p>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.</p>	<p>Careful consideration of the location of waste management facilities could reduce the amount of CO₂ emissions.</p>
Population		
<p>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.</p>	<p>Without the correct balance of uses there will be a requirement to travel beyond the district for employment, retail and other opportunities.</p>	<p>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.</p>
Healthy communities		
<p>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.</p>	<p>Obesity rates will continue to rise, creating more pressure on the health system both locally and nationally.</p>	<p>To provide accessible services which encourage modes of travel that require some form of physical activity, such as walking and cycling.</p>
<p>Noise impacts created by the transport system can cause mental and physical distress to both human and animal life.</p>	<p>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 deficiencies in individuals which may result in a drop in work productivity, with a knock on effect on the economy.</p>	<p>To reduce the effects and impact of the transport system, through the introduction of softer measures and transport demand techniques.</p>
<p>There is a pattern of decreasing road casualties and road deaths on Wiltshire's roads.</p>	<p>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.</p>	<p>Implement measures that will reduce the numbers of vehicles using the road network system, such as soft measures.</p>
Inclusive communities		
<p>Access to services in some parts of Wiltshire is poor for people without the use of a car.</p>	<p>Accessibility levels will continue to decline, and social exclusion will become more prevalent.</p>	<p>Increased provision of public transport services.</p>
<p>A lack of employment opportunities has led to a substantial amount of out-commuting.</p>	<p>It is likely that without action out-commuting will become worse.</p>	<p>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.</p>

Issues/problems	Likely future environmental baseline and climate change impacts without some intervention	Implications for transport/Opportunities offered by LTP3
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.	<ul style="list-style-type: none"> ● Employ relatively low cost softer measures. ● LTP3 must consider ways in which the transport network can 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 use.	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 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.	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 areas communities to seek employment, and satisfy retail and leisure pursuits.	<ul style="list-style-type: none"> ● Ensure adequate sustainable transport provision is made for the SSCTs and other major towns in Wiltshire so that there is a reduced 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.

3.5 Definition of the SEA framework

The SEA Regulations do not specifically require the use of objectives or indicators in the SEA; however, they are a recognised way in which environmental effects can be described, analysed and compared. Each SEA objective should be a statement of what is intended, specifying a desired direction of environmental change.

During the scoping stage SEA objectives, appraisal questions and potential indicators were formulated to help focus the environmental assessment on the most important issues. It must be noted that the potential indicators used this stage are contextual and provide links to local area agreement indicators and included to show where transport can help meet wider government objectives. They do not constitute the final monitoring indicators which are identified in the monitoring framework in section 7. The SEA objectives were developed by reviewing the environmental objectives of plans and programmes affecting Wiltshire, such as the national transport goals and local area agreement, and by analysing the baseline information to identify environmental problems and opportunities. The objectives were refined having taken account of comments received during the consultation on the contents of the scoping report. DfT guidance on SEA states that the performance of the plan against the SEA framework is normally measured using indicators or in this instance appraisal questions. A number of appraisal questions have been developed which are specific to the potential effects of the LTP. The SEA framework is shown in Table 5.

Table 5: SEA objectives and appraisal questions

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators/ LAA indicators
<p>Biodiversity</p> <p>To protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.</p>	<ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • Condition of SSSIs • National Indicator (NI) 197: Improved local biodiversity, proportion of local sites where positive conservation management has been or is being implemented.
<p>Land, soil and water resources</p> <p>To reduce soil contamination and safeguard soil quality and quantity and minimise the impact of the transport system on water resources.</p> <p>Ensure that Greenfield sites and quality agricultural land is avoided.</p>	<ul style="list-style-type: none"> • 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? • Will it reduce the need to develop areas of agricultural land and Greenfield sites? 	<ul style="list-style-type: none"> • River quality
<p>Air quality and environmental pollution</p> <p>To reduce the negative impacts of the transportation system on air quality.</p>	<ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • NI 194: Air quality - % reduction in NOx and Primary PM 10 emissions through local authority's estate and operations.

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators/ LAA indicators
Climatic factors		
To reduce the contribution of the transport system to CO ₂ emissions.	<ul style="list-style-type: none"> • Will it cause a change in traffic flow/volumes or a change in the nature of traffic that would cause changes in fuel use and CO₂ which would assist in meeting the target of reducing the amount of carbon dioxide produced? 	<ul style="list-style-type: none"> • NI 185: CO₂ from local authority operations.
To ensure that the transport system can cope with the unavoidable effects of climate change.	<ul style="list-style-type: none"> • Will it reduce the unavoidable effects of climate change, such as excess flooding and storm damage to transport networks? 	<ul style="list-style-type: none"> • NI 186: Per capita CO₂ 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.	<ul style="list-style-type: none"> • Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure? 	<ul style="list-style-type: none"> • Number of listed buildings lost through transport development.
To conserve and enhance archaeological sites and features.	<ul style="list-style-type: none"> • Will it cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic significance? 	
Landscapes (and townscapes)		
To protect and enhance the quality of Wiltshire's landscapes.	<ul style="list-style-type: none"> • Will it cause changes in traffic flows and the nature of traffic in areas valued for their landscape character and tranquility? 	
To help reduce the impact of transport and improve the quality of urban and rural centres.	<ul style="list-style-type: none"> • 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 may include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns. 	
Population and housing		
To provide everyone with the opportunity to access key services.	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • NI 175: Access to services and facilities by public transport, cycling and walking. • NI 198: Children travelling to school - mode of transport usually used.

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators/ LAA indicators
Healthy communities		
To reduce the need/desire to travel by car and encourage physical modes of transport.	<ul style="list-style-type: none"> • Will it lead to an increase in walking and cycling numbers? 	<ul style="list-style-type: none"> • Accessibility to GP surgery • NI 8: Adult activity rates • NI 56: Obesity in primary school age children in Year 6.
To reduce the noise impact of the transport system.	<ul style="list-style-type: none"> • Will it reduce the amount of traffic in tranquil areas? • Will it affect sensitive receptors within 200m of a noise change? 	<ul style="list-style-type: none"> • NI 121: Mortality rates from all circulatory disease at ages under 75. • NI 137: Healthy life expectancy at age 65
To reduce the adverse effects of transport on safety.	<ul style="list-style-type: none"> • 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? • Will it lead to a decrease in traffic accidents/accident severity and help meet KSI targets? 	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • Will it provide opportunities to travel without the need for a car? 	<ul style="list-style-type: none"> • NI 175: Access to services and facilities by public transport, walking and cycling.
To ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.	<ul style="list-style-type: none"> • Will it lead to alternatives ways of travel to employment hubs? 	<ul style="list-style-type: none"> • NI 176: Working people with access to employment by public transport (and other specified modes)
To reduce the community severance effects of transport.	<ul style="list-style-type: none"> • Will it result in a reduction in community severance (i.e improved crossing facilities, reduced traffic speeds and reduced traffic levels)? 	<ul style="list-style-type: none"> • NI 178: Bus services running on time
Transport		
To reduce the need to travel, and promote sustainable travel modes of transport.	<ul style="list-style-type: none"> • Will it increase the range, availability and affordability of sustainable travel choices (i.e public transport, walking, cycling)? 	<ul style="list-style-type: none"> • Number of households with two or more cars • Train ticket sales • Number of bus stops

LTP SEA objective	Decision making criteria - appraisal questions	Potential indicators/ LAA indicators
		<ul style="list-style-type: none"> ● 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.	<ul style="list-style-type: none"> ● Will it help to manage routes effectively in order to maintain journey times? 	
To invest in sustainable transport improvements that help the economy of Wiltshire.	<ul style="list-style-type: none"> ● 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 enhance the quality of Wiltshire's green infrastructure assets? ● Will it include areas where tourism has a foothold? 	
To reduce the impact of road freight on communities.	<ul style="list-style-type: none"> ● 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? 	

4 Evaluation of LTP3

4.1 Assessing the effects of LTP3

One of the requirements of the SEA Regulations is to consider alternative approaches to achieving the objectives of LTP3, so that the environmental effects of these alternatives can be assessed. DfT guidance recommends predicting the effects of LTP3 and its options by examining each strategy/measure in turn, and involves:

- Identifying the changes to the baseline which are predicted to arise from LTP3, including any alternatives
- Describing these changes in terms of their significance, such as their magnitude, geographical scale, time period, frequency and whether or not these effects are secondary, cumulative and/or synergistic.

4.2 Level of detail of the assessment

SEA is different to Environmental Impact Assessment (EIA) 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 scale 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.

4.3 Identifying the effects of LTP3

There are techniques available to provide a quantitative assessment of transport projects. However these tend not to be particularly useful when assessing an LTP, mainly because SEA's are used to assess broad strategies rather than specific site proposals. Consequently qualitative predictions are equally valid and appropriate, and as such expert judgement has formed the main basis for the assessment of LTP3, which is supported by documented evidence where possible.

The SEA Regulations also require an assessment of the secondary, cumulative and synergistic effects. These effects are reported as part of the evaluation of the draft plan for each SEA topic and includes the effects with other developments, plans and programmes. These summaries/assessments have mainly considered the likely future development in Wiltshire of the combined effects of each transport strategy with other plans and programmes.

4.4 Assessing the significance of the effects

Once the effects have been identified, it is necessary to indicate the level of significance, i.e., whether minor or major significance. The SEA Regulations specify the criteria that should be taken into account when determining the likely significant effects. These criteria essentially relate to the nature of the effects arising from the plan and the value and vulnerability of the receptors as follows:

- How valuable and vulnerable is the receptor that is being impacted?
- How probable, frequent, long lasting and reversible are the effects?
- What is the magnitude and spatial scale of the effect?
- Are the effects positive or negative?

The assessment of significance should involve the assessor considering the above criteria for each potential impact along with a consideration of the how the plan will help to achieve (or not) the SEA objectives.

The lack of certainty regarding the available funding for LTP3 and the delivery of future transport services and schemes has resulted in a very broad overall strategy, themed strategies and implementation plan which has made the SEA assessment and evaluation more challenging. The strategy documents are predominantly policy based with very little certainty over locations and timescales.

The Implementation Plan is particularly strategic and does not provide any real detail regarding schemes and the location of measures and services. It does contain four different budget scenarios, £4 million, £3 million, £2 million and £1 million, with each providing broad monetary allocations to different schemes. There is no detail attached to the scenarios regarding location of schemes, the extent of schemes or timescales (given this is a one year plan). Therefore it has not been possible to test the Implementation Plan at this stage against the SEA objectives. It is envisaged that as more information becomes available, or a detailed plan is presented a SEA re-assessment will be undertaken.

As a result of these uncertainties within the plan itself it has been almost impossible to establish any sort of certainty with the SEA. However policy team officers have offered their expert judgement based on the information they have been provided with and have made a valid attempt to indicate a relevant and appropriate level of significance. Table 6 shows the adopted approach used when assessing the level and type of significance.

Table 6: SEA significance scores and criteria

Score	Description	Symbol/Key
Significant positive effect	The plan addresses all the elements that are required to protect the environment and address the relevant sustainability issues in Wiltshire and would help achieve all of the applicable SEA objectives. The plan also sets out how, where and when these policies will be implemented and these will have a positive impact in relation to characteristics of the effect and the sensitivity of the receptors.	++
Minor positive effect	The plan addresses all the elements that are required to protect the environment and address the sustainability issues in Wiltshire and would help achieve all of the SEA objectives.	+
Partial positive/partial negative effect	The plan addresses some of the elements that are required to protect the environment and address the sustainability issues in Wiltshire and would help achieve or partially achieve the SEA objectives. There is also an element of the plan that conflicts with some of the SEA objectives.	+/-
No significant effects	The plan does not have an effect on the achievement of the SEA objectives	0
Significant negative effect	The plan conflicts with some of the SEA objectives. The plan also sets out, how, where, and when these policies will be implemented and these will have a negative effect with relation to characteristics of the effect and the sensitivity of the receptors.	--
Minor negative effect	The plan conflicts with some of the SEA objectives.	-
Uncertain	It is unclear whether there is the potential for a negative or positive effect on the SEA objective.	?

5 Assessment of options

5.1 Strategic options generation

During the development of LTP3, a number of strategic options were generated based on three different approaches: conventional, balanced and radical. These options were designed to help meet the LTP3 goals and objectives and resolved identified challenges. The three approaches are laid out in Table 7 below.

Table 7: Approaches for option generation

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

As a result of the above, 73 strategic transport options were generated in 24 different themes (see Table 8 below). Initially most of the 73 options (the themes of buses and car parking were excluded from this process as the council had commissioned separate comprehensive studies) were screened using a process broadly based on the Scottish Transport Appraisal Guidance (STAG) against the National Transport Goals and the implementation assessment which sought to establish how confident the council could be in realistically implementing each option in terms of technical, procedural, operational, financial and political/public issues. This screening led to 31 options being taken forward for further consideration, in those cases where the 'best' option performed relatively poorly against either the National Transport Goals or the implementation assessment, then the next 'best' option was also taken forward.

Table 8: Strategic transport themes

Freight	Cycling	Walking	Maintenance	Road safety
<ul style="list-style-type: none"> ● break bulk ● routing ● management ● information ● parking ● rail 	<ul style="list-style-type: none"> ● network ● parking 	<ul style="list-style-type: none"> ● network 	<ul style="list-style-type: none"> ● carriageway maintenance ● structures ● rights of way 	<ul style="list-style-type: none"> ● education, training and publicity ● local safety schemes ● school travel plans

Smarter choices	Network management	Passenger transport	Other	
<ul style="list-style-type: none"> • travel plans • smarter choices 	<ul style="list-style-type: none"> • congestion management • urban traffic control • route/user hierarchy 	<ul style="list-style-type: none"> • bus • rail 	<ul style="list-style-type: none"> • major schemes • car parking 	

Part two of the process was based on appraising each of the remaining 31 strategic transport options against the 18 strategic transport objectives (weighted in accordance with their respective relationship to the National Transport Goals), a broad cost and funding assessment, and a risk assessment.

5.2 Strategic options assessment

The final part of the appraisal process consisted of appraising the 31 strategic transport options against the SEA objectives. At this stage of the assessment there wasn't any detail about the location or implementation plans for any of the options and so consequently the assessment was very broad and high level.

During the development of LTP3, a new coalition government came into administration which has led to some recent changes and a period of significant uncertainty particularly with regard to funding levels for local authorities, and changes to policies. As a consequence the council has taken the pragmatic decision to reduce the scale and scope of this LTP, and will therefore only be taking forward four of the strategic transport themes, with the remaining themes being developed later next year once clarity has been restored. The four themes are:

- Freight
- Parking
- Public transport
- Road safety

Summaries of these SEA option assessments are shown below, with the full appraisals available in Appendix C.

FREIGHT
<p>BREAK BULK:CONVENTIONAL - Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible)</p> <p>Very limited potential to enhance the quality of the surrounding local environment, but some slight improvements to air quality and emission outputs partly as a result of less congestion in built up areas and partly because of smaller engines.</p>
<p>BREAK BULK:BALANCED - Break bulk facility (urban consolidation centre) at one SSCT</p> <p>Should reduce the impact of freight on local areas and help to enhance the quality of the local environment particularly when used in conjunction with other measures which encourage modal shift.</p>
<p>INFORMATION:BALANCED - Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.</p>

FREIGHT

Principally aimed at directing HGV's onto the advisory freight network, settlements that are on this network will suffer a series of negative impacts.

INFORMATION:RADICAL - Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

Principally aimed at directing HGV's onto the advisory freight network, settlements that are on this network will suffer a series of negative impacts.

MANAGEMENT:BALANCED - Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)

This option is based on assessment of need, and therefore its impacts will only reach certain areas and communities. These areas should see a reduction in the adverse impacts caused by freight such as severance, visual and noise intrusion. A reduction of these negative impacts may encourage modal shift to walking and cycling, thereby reducing harmful pollutants and emissions which will benefit biodiversity.

NETWORK:BALANCED - Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates

Primarily aimed at redirecting freight to more suitable roads. Those settlements located along these roads will bear the brunt of negative impacts, such as increases to harmful pollutants and emissions as well as congestion. Some settlements and communities will see a reduction in freight which should encourage more active modes of travel.

PARKING:CONVENTIONAL - Maintain minimum required standard of lorry parking facilities on a requirement basis.

Non-prescribed parking should reduce the associated negative impacts, such as visual intrusion and severance. It should also increase road safety which may encourage walking and cycling reducing harmful effects of traffic on biodiversity.

PARKING:BALANCED - Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks.

Non-prescribed parking should reduce the associated negative impacts, such as visual intrusion and severance. It should also increase road safety which may encourage walking and cycling reducing harmful effects of traffic on biodiversity.

RAIL:CONVENTIONAL - Freight interchange facility at Westbury station including all infrastructure and associated highway development.

Potential biodiversity impacts at new sites, such as habitat fragmentation and/or loss. This must be balanced by a reduction of freight on the road network and the amount of air pollution and emissions generated as a result as well as less visual intrusion, and severance. Settlements near to the designated site will likely suffer more noise, vibration and congestion.

RAIL:BALANCED - Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.

FREIGHT

Potential biodiversity impacts at new sites, such as habitat fragmentation and/or loss. This must be balanced by a reduction of freight on the road network and the reduced amount of air pollution and emissions generated as a result as well as less visual intrusion, and severance. Settlements near to the designated site will likely suffer more noise, vibration, congestion and pollution.

PARKING

CONVENTIONAL -

- Retain existing provision and management
- Existing parking charges retained but broader unification of regime across the council area
- Retain existing maximum parking standards

Maintenance of existing parking charges does little to reduce use of the car, at best the status quo will be maintained as far as traffic levels are concerned, however it is more likely that traffic levels will continue to rise, effectively causing other more sustainable modes to decline.

BALANCED -

- Further promote short stay on-street parking through increasing charges where appropriate
- Look to manage other areas where required to balance demand
- Increased parking charges with unified regime across the council, focusing charges on long stay users
- Retain existing maximum parking standards but introduce minimum standards for residential parking

The management of parking and the addition/development of restrictions may help increase the number of those willing to walk and cycle for shorter trips. However, alternative modes of transport and sustainable initiatives would need to be successfully promoted to maximise the impact of the change of approach to parking.

RADICAL -

- Removal of on-street parking in central areas, except for disabled parking, to promote non-car uses and restrict traffic in busy towns
- Limit long stay parking provision to encourage use of alternative modes
- Introduce more park and ride sites to restrain vehicles from entering town centres
- Substantially increased parking charges within a unified regime, focusing charges on long stay and larger settlements
- Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility

This option focuses on restraining private vehicles from entering busy town centres whilst at the same time promoting the use of sustainable alternative modes of transport. However there is a need to ensure that consumers do not look to other areas where parking charges are less expensive.

PUBLIC TRANSPORT (all except rail)

OPTION 1 - AS NOW: BALANCED - The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.

There will be no significant changes to existing transport patterns there will be continued access to key services through the provision of sustainable transport options particularly for vulnerable members of the community.

OPTION 2 - ENHANCEMENT TO SERVICES: RADICAL - This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

Enhancements to services should encourage greater patronage, modal shift and therefore less use of the car, resulting in improvements to air quality and less emissions, with benefits to both the natural and built environments.

OPTION 3 - PART WITHDRAWAL: CONVENTIONAL - This option involves the reduction in provision support to elements of passenger transport.

Reductions in passenger transport will not only increase car use but may also leave some communities and individuals isolated and unable to reach at least the essential key services. Increases in car use will result in increases to air pollution and emissions which will have a detrimental effect on both the natural and built environments.

OPTION 4 - CEASE ALL DISCRETIONARY:CONVENTIONAL - This option will significantly reduce the cost of passenger transport to the council.

Although this option will significantly reduce costs for the council, there will be withdrawal of services that many rely on, this will result in more car use and many communities feeling isolated and unable to access key services.

RAIL

BALANCED - Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

Reduces the need to travel without a car, unsure of the extent of modal shift at this stage though partly because of location uncertainties.

RADICAL - Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

Potential for significant modal shift as result of this rail investment and subsequent improvements. This modal shift has benefits for many areas including both the natural and built environment as a result of better air quality and fewer emissions as well as sensual improvements to town centres as consequence of less cars, their noise and pollution.

ROAD SAFETY

E, T & P: BALANCED - Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).

Potential for a shift to active modes of travel as a result of better driver behaviour and reductions in speed. However it is unlikely to significantly enhance areas of cultural and historical worth or provide any significant benefits for the natural world.

LOCAL SAFETY SCHEMES: CONVENTIONAL - Implement local safety schemes at locations with a KSI and/or slight injury accident history.

Does not encourage any significant modal shift and therefore changes to air quality and level of emissions. Some potential to reduce the impact of freight on communities though.

LOCAL SAFETY SCHEMES: BALANCED - Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem.

ROAD SAFETY

Possible encouragement of cycling and walking through the perception of a safer living environment. However overall no significant modal shift but may reduce the impact of fright on communities.

TRAVEL PLANS: RADICAL - Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.

Increased school travel opportunities should result in less car travel to and from school, which will help to alleviate congestion and improve traffic flow creating a more manageable transport network which should significantly reduce the impact of transport on both the natural and built environment.

5.3 Options for further development

Once some form of clarity has been restored the council will produce a three/four year implementation plan incorporating the remaining themed options of cycling, maintenance, network management, smarter choices, structure and walking. However below are brief summaries for each option with the full options assessment available in Appendix E.

CYCLING NETWORK: BALANCED - Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

Potential to encourage some modal shift resulting in improved air quality, reductions of CO₂ emissions, and increasing physical attractiveness and accessibility of areas. This has positive implications for biodiversity and for the public realm at large. Greater potential for modal shift when used in conjunction with other measures.

CYCLING PARKING: CONVENTIONAL - Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.

Very limited potential for modal shift and to enhance the quality of environment as a stand alone measure. Where implemented the design must be sympathetic to the surrounding area.

CYCLING PARKING: BALANCED - Limited potential to encourage modal shift and enhance the quality of the local environment as a stand alone measure. Where parking is implemented it should be sympathetic in design to the surrounding area.

Limited potential to encourage modal shift and enhance the quality of the local environment as a stand alone measure. Where parking is implemented it should be sympathetic in design to the surrounding area.

MAINTENANCE MAINTENANCE: BALANCED - Improve and maintain roads to an adequate standard based on their functional importance.

Potential to reduce the impact of the transport system on local communities and settlements as a result of improvements to road surfaces, which not only reduces noise and vibration but also through some modal shift to cycling and walking as result of improved maintenance standards.

MAINTENANCE RIGHTS OF WAY: BALANCED - Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.

Potential for modal shift to walking and cycling as a result of improvements to the network but which settlements and communities are affected rather depends on the level of hierarchy and location of the rights of way.

MAJOR SCHEMES MAJOR SCHEMES: CONVENTIONAL - Implement selective road improvements to key routes on the highway network.

<p>Potential to increase car use as a result of road improvements, this will have a detrimental effect on the natural and historic environments and levels of walking and cycling as well as town centres as harmful pollutants and emissions rise and traffic volumes increase.</p>
<p>MAJOR SCHEMES MAJOR SCHEMES: BALANCED - Implement sustainable major transport schemes in all SSCTs.</p> <p>Provides opportunities for modal shift in the SSCTS, resulting in less emissions and improvements to air quality as well as visual and noise improvements in town centres.</p>
<p>NETWORK MANAGEMENT CONGESTION: CONVENTIONAL - Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.</p> <p>Potential for improvements to air quality and reductions in emissions as a result of improvements to congestion and traffic flow. However there is also the risk that these improvements will encourage further use of the car which will counter-act these potential benefits.</p>
<p>NETWORK MANAGEMENT WTCC: BALANCED - Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.</p> <p>Some impact on streetscene and public realm as a result of necessary monitoring and controlling hardware, however this should result in improvements to congestion and traffic flow, with benefits for the natural and built environments.</p>
<p>NETWORK MANAGEMENT HIERARCHY: RADICAL - Establish a road user road hierarchy based on the location and activities on different sections of roads.</p> <p>Environments will likely become less car centric as more sustainable modes of transport take priority, this will mostly take place in urban and town centres.</p>
<p>SMARTER CHOICES SMARTER CHOICES: BALANCED - Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.</p> <p>Encourage travel behaviour change amongst motorists, although the level of modal shift is expected to be limited. As a result the benefits to the natural and built environments will be limited too.</p>
<p>SMARTER CHOICES TRAVEL PLANS: CONVENTIONAL - Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.</p> <p>Encourages and supports behavioural changes to more sustainable modes of travel, however the level of modal shift is expected to be limited and therefore unlikely to result in any significant changes to air quality and CO₂ emissions, with enhancement and impact on the natural and built environments being minimal also.</p>
<p>SMARTER CHOICES TRAVEL PLANS: BALANCED - Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.</p> <p>Promotes sustainable travel and increases opportunities for sustainable travel resulting in modal shift with benefits to the natural and built environments, such as improved air quality and reduced CO₂ emissions.</p>
<p>STRUCTURE BRIDGES: BALANCED - Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.</p>

Reductions in journey lengths as a result of bridge improvements should result in shorter and more efficient journeys benefits such as better air quality and reduced CO₂ emissions and should lessen the impact of freight on some communities, which may result in increases to cycling and walking levels. However improvements to journey time reliability may result in more car use.

WALKING NETWORK: RADICAL - Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

Improved walking links to key services and public transport interchanges should result in modal shift, which will provide benefits for the natural and built environments, through reductions in emissions and better air quality as well as less visual and noise intrusion and improvements to road safety.

5.4 Future baseline - the 'do nothing' option

As well as testing the above options, it is also a requirement of SEA to test the likely evolution of the environmental baseline in the absence of LTP3. This option is referred to as the 'do nothing' option. The subsequent strategies of the LTP are compared against this do nothing option so that transport planners and other council officers can see the difference a plan would make compared to a situation where no plan is implemented.

As part of this option there is an assumption that the LTP will not be implemented, however there are a number of other transport and development programmes, some statutory which will go ahead even in the absence of a LTP. Below is a guide to what will be included in the future baseline assumptions.

The future baseline

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; 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 (e.g. 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.

The future baseline has been assessed against the SEA objectives and the full results are shown in Appendix C, below is a summary of the results.

Future baseline - summary of 'do nothing' option

In the absence of LTP3 the future baseline will have many negative effects on the SEA objectives as traffic levels and miles driven continue to grow causing many adverse consequences, including increased amounts of congestion and pollution. Consequently CO₂ levels and air pollution are likely

Future baseline - summary of 'do nothing' option

to rise in the absence of LTP3 measures to encourage and promote sustainable travel. Climate change could have a profound effect on the transport system as weather patterns intensify bringing warmer and wetter winters, more stormy weather and hotter summers. However as highway and bridge maintenance will continue in the absence of the plan there will be some amelioration of the effects.

Access to services will rapidly decline especially in the rural and poorer areas of the county as transport services are withdrawn. Congestion will affect bus punctuality and journey time reliability will decline which not only has direct consequences but which will also alter people's perception of public transport. Community severance will become worse making cycling and walking less likely.

In terms of road safety, changes in vehicle design may mean less severe accidents occurring; however, increases in traffic and miles driven increases the risk of accidents.

In the absence of a plan there will be no measures in place to encourage alternatives to road freight and no encouragement to freight users to use advisory routes causing the impact of road freight to worsen on communities and the environment.

Finally increasing traffic levels, congestion and pollution will have many knock-on effects, such as negative effects to wildlife and landscapes as well as the health and well-being of the population.

6 Evaluation of the draft plan

6.1 Evaluation of the draft LTP3

Evaluating the effects of the plan has entailed examining each of the strategies (freight, parking, passenger transport and road safety) and the overall strategy and implementation plan in turn. This has included:

- Identifying the effects of the plan against the SEA objectives, including identifying changes in the future baseline, which are predicted to arise from implementation of the strategy;
- Assessing the significance of these effects. This means describing these changes in terms of the nature and the magnitude of the impact and the sensitivity of the receiving environment.
- An assessment of the likely changes to the future baseline which may have been caused by secondary, cumulative and synergistic impacts.

6.1.1 Identifying the effects of each strategy

There are several ways of providing a quantitative assessment for a transport project, for example the amount of carbon dioxide generated. However these types of figures are not necessarily available to a team when assessing the effects of a local transport plan. This is primarily because SEA is used to assess relatively broad strategies rather than site specific locations/proposals. As a consequence, the main tool used to assess the effects of this LTP against the SEA and its objectives is 'expert judgement' and where possible this is supported by documented evidence.

6.1.2 Evaluating the effects of the draft plan

Assessment involves judging whether or not a predicted effect is likely to be significant. The SEA regulations set the criteria that should be taken into account when determining the likely significant effects. The results of the evaluation are categorised by the nature of the effect using the key as shown in Table 6.

6.1.3 Assessing the cumulative effects

The SEA regulations also require an assessment of the cumulative effects. The effects are addressed in two ways. Firstly there is an assessment at the end of each table which sets out how different elements of the plan might inter-relate to cause effects. Secondly the assessment considers how the plan might inter-relate with other plans and programmes to cause effects.

6.2 Assessment topic summaries

The assessment process was carried out on a topic by topic basis, with the full findings of the assessment documented in Appendix D. Following is a summary of the assessment which focuses on the identification and assessment of significant effects.

6.2.1 Biodiversity

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on biodiversity. On the whole the plan performs well against the SEA objectives, both individually and collectively. It largely seeks to reduce the impact of transport on the natural environment, which is assumed to include biodiversity, through traffic management and modal

shift measures. There is one minor negative for road safety and a partial minor negative for public transport where there is a possibility (budget dependent) that roadside verge removal may take place as a result of junction improvements and to make way for bus shelters/stops. There is also the possibility that lighting from bus shelters can have a negative impact on bats, birds and other mammals. However where this may take place is not known and therefore a full assessment cannot be made at this stage, but broad mitigations measures have been suggested.

6.2.1.1 Cumulative, synergistic or secondary effects

Temporary construction sites can affect local biodiversity. More permanent changes or construction of transport infrastructure could result in more lasting habitat fragmentation and loss. Where this is the case mitigation measures will be proposed, (for example this may occur where new car parks are proposed).

Reducing the need to travel and modal shift both help to improve air quality and can have a positive secondary effect on biodiversity. Modal shift is most likely to occur where a range of measures are implemented. Improvements to cycling and walking infrastructure and enhancement of passenger transport will encourage some modal shift; where this is combined with other measures to reduce and manage traffic modal shift will be more significant. Such measures include freight management and demand management, such as car park charging and improvements to the public transport network. A part or full withdrawal of all or some passenger transport services will likely result in an increase in private vehicle trips, which in turn will increase amounts of air pollution. Reduced traffic levels will also help to reduce wildlife casualties.

6.2.2 Land, soil and water resources

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on land, soil and water resources. On the whole the plan performs well against the SEA objectives, and largely seeks to reduce the impact of transport on the natural environment, through traffic management and modal shift measures. Minor negative impacts include the potential for new council car parks (including Park & Ride sites) and the move to minimum residential parking standards which can lead to a greater land take requirement for parking. The potential for road safety junction improvements (budget dependent) and SO17 objective to improve access to the countryside may have a larger land take requirement. However where this may take place, if at all, is not known and therefore a full assessment cannot be made at this stage.

6.2.2.1 Cumulative, synergistic or secondary effects

Temporary construction effects have the potential to impact on soil and water resources, ie this may occur where new car parks are proposed. Where this does occur or is likely mitigation measures will be proposed at the scheme level. Reducing the need to travel and encouraging modal shift will not only directly help to improve air quality but as a secondary effect soil and water quality is likely to improve also, particularly as result of reduced acidifications.

There are no cumulative effects overall in respect of land, soil and water resources.

6.2.3 Air quality and environmental pollution

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on air quality and environmental pollution. Whilst the overall strategy (especially SO11) has the potential to improve air quality, a number of the proposed strategies have a negative or uncertain effect on air quality. For instance, there are some proposed freight routes through AQMAs, (Westbury and Salisbury), and the lack of detail in the Implementation Plan means that that its effects are uncertain at this stage. Whilst overall the public transport strategy seeks to encourage modal shift, there is some uncertainty regarding the use of older vehicles and the impact

this may have on air quality. Uncertain funding means it is not possible to pass judgement as to whether these vehicles are likely to be replaced. Some road safety measures, such as some traffic calming measures, can also have a negative impact on air quality. Where this is the case mitigation will be suggested.

6.2.3.1 Cumulative, synergistic or secondary effects

In order to improve local air quality and reduce environmental pollution modal shift is required, this will reduce vehicles on the network and will reduce congestion and allow for freer flowing traffic, reducing harmful vehicle outputs. The measures which endeavour to achieve this directly are those that offer improvements to the public transport network and discourage use of the car such as car park charging.

However, these measures could also make roads more attractive to car drivers and thus increase traffic levels, which could potentially undo the benefits of any modal shift and freer flowing traffic. Therefore demand management measures to reduce car use may also need to be implemented in order to reduce a return to congestion in any "freed up" road space.

6.2.4 Climatic factors

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on climatic factors. Whilst the overall strategy has two objectives, SO11 and SO16, specifically aimed at reducing CO₂ emissions and making the transport system more resilient to climate change, some of the proposed strategies may have a negative or uncertain effect on climatic factors. The lack of detail in the Implementation Plan means that its effect on the plan is uncertain at this stage. The public transport strategy also has an uncertain effect, primarily due to unknown funding levels and the consequence this may have on renewing ageing vehicles which can produce more emissions. Some road safety measures, such as traffic calming schemes, are also known to produce more emissions, where this is the case mitigation will be suggested. On the positive side, parking charges, safer roads and improvements to public transport should all help to induce modal shift, thus reducing CO₂ emissions.

6.2.4.1 Cumulative, synergistic or secondary effects

The cumulative effects of LTP3 implementation on CO₂ emissions have the potential to be significantly positive but this will depend on levels of modal shift away from the the private motor car to more sustainable modes of transport. As well as this, if policies to reduce the need to travel are made in the local development framework there is further potential to reduce emissions. The measures which endeavour to achieve this directly are those that offer improvements to cycling infrastructure and the walking network as well as improvements to the public transport network. Clearly the more radical the measure the more significant the modal shift is likely to be. Greater modal shift may also be achieved by making improvements to the road network through various management techniques and measures. This importantly includes freight management; freight can be very intimidating for cyclists and pedestrians and can deter both these forms of transport. The cumulative effects of reductions in freight and the implementation of cycling and walking infrastructure are likely to encourage much greater levels of modal shift. However, these measures could also make roads more attractive to car drivers and thus increase traffic levels, which potentially undo the benefits of modal shift and freer flowing traffic. Therefore demand management measures to reduce car use may also need to be implemented in order to reduce a return to congestion in any "freed up" road space.

No cumulative effects have been identified in relation to adapting to climate change.

6.2.5 Historic environment

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on the historic environment. However, the assessment has noted that, transport objective SO4, and some road safety measures, have the potential to introduce junction improvements and other transport infrastructure into historic environment all of which can have a negative impact. Where this is the case, mitigation will be carried out at the scheme level. Whilst the parking strategy largely seeks to reduce the the impact of transport through trip reduction there is a danger that people choose to park in nearby streets which can have an adverse impact on historic areas. The freight strategy seeks to route traffic away from sensitive areas.

6.2.5.1 Cumulative, synergistic or secondary effects

Historic landscapes, townscapes and environments are likely to be affected by the introduction of unsympathetic infrastructure. Temporary construction also have the potential to impact on local archaeological sites. Where this occurs local mitigation measures will be proposed. Reductions of traffic in historic settlements and environments will benefit the historic character of these settlements and may result in secondary effects on heritage assets as result of improved air quality and reductions in vibration. Shared deliveries would help to reduce the size and numbers of HGV's entering areas of historic, cultural and archaeological value as well help encourage walking and cycling by reducing the intimidation further.

6.2.6 Landscape and townscape

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on landscapes and townscapes. However, the assessment has noted the following that transport objective SO4, and some road safety measures, have the potential to introduce junction improvements and other transport infrastructure which can have a negative impact,. Where this is the case, mitigation will be carried out at the scheme level. Whilst the parking strategy largely seeks to reduce the the impact of transport through trip reduction there is a danger that people choose to park in nearby streets which can have an adverse impact on townscapes. The freight strategy also seeks to route traffic away from sensitive areas.

6.2.6.1 Cumulative, synergistic or secondary effects

Reducing the need to travel and encouragement of modal shift to more sustainable modes of transport is likely to result in landscapes and townscapes being relieved of higher levels traffic; the extent of this is dependent on levels of modal shift. Demand management which "lock-in" any reductions in traffic could provide opportunities for enhancing townscapes and increase the quality of the public realm. Cumulative effects for townscape should be positive assuming there is some degree of modal shift. The cumulative effects on landscapes and its associated tranquillity are less certain as improvements within the road corridors could result in increased levels of traffic if travel along trunk roads is made both faster and safer.

6.2.7 Population

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on population. With the exception of freight, on the whole, the strategies largely seek to improve the accessibility of a wide range of services and facilities, this may be through direct measures to increase sustainable public transport or indirectly such as restricting the use of parking through charging policy and/or road safety improvements which can encourage modal shift.

6.2.7.1 Cumulative, synergistic or secondary effects

Significant positive cumulative effects have been identified. Enhancing the improved provision and access to public transport should help to improve access to key services and opportunities for all, particularly for those without access to a private motor car. Measures related to improvements of public transport, such as platform steps at railway stations, should improve access to the transport system for groups such as the disabled and elderly, which is especially relevant given the ageing population within Wiltshire and the south-west. Interventions to reduce traffic levels and traffic speed have the potential to reduce community severance, as well as measures to improve safety, reduce accidents and improve security should result in greater community cohesion.

6.2.8 Healthy communities

The plan indicates that there will be significant positive effects for healthy communities. Both the overall strategy and road safety strategy have the potential to contribute significantly to the strategic transport objectives. Both of these strategies seek to reduce the need to travel by car, either directly and in-directly and both seek to reduce noise and the number of accidents. The Implementation Plan is only able to offer uncertain effects at this stage, whilst the public transport strategy highlights that there is potential for unwanted noise in tranquil areas as older public transport vehicles continue to be used. On the whole the potential to contribute to the SEA objectives for healthy communities is strong.

6.2.8.1 Cumulative, synergistic or secondary effects

The implementation of road safety measures, especially where there are specific safety concerns should result in fewer serious road accidents and may also encourage more people to walk and cycle in these areas. The encouragement of physical modes of transport such as walking and cycling is also likely where there is appropriate and suitable integration with public transport, especially at interchanges. Improvements in air quality is also likely to encourage some modal shift, this is especially true in Air Quality Management Areas. Where there are significant improvements to the public realm as a result of reduced traffic levels there is also likely to be improvements to the overall well-being of local residents. Reductions of traffic levels in settlements and more rural areas, including town and village centres will result in some reductions in noise levels and vibration. The cumulative effects of LTP3 implementation has the potential to be positive but this is dependent on levels of modal shift to more sustainable modes. Minimal modal shift is likely where stand alone measures to encourage behaviour change are implemented. Freight management and other traffic management measures which seek to reduce the negative effects of transport on the local environment will also encourage modal shift as highway networks become more pleasant and less intimidating places to cycle and walk.

6.2.9 Inclusive communities

The plan indicates that there will be significant positive effects for inclusive communities. The overall strategy includes a number of objectives which seek to improve accessibility and reduce the need to travel by car. Other strategies, such as parking and public transport also seek to reduce the need to travel by car, and this coupled with road safety measures should reduce community severance. Overall the strategies positively contribute to the SEA objectives for inclusive communities.

6.2.9.1 Cumulative, synergistic or secondary effects

The effective integration of the public transport network and interchanges with walking and cycling is likely to encourage a much greater take-up of these modes of travel; thus reduce the need to travel by car. Similarly enhancement of public transport routes to key destinations will encourage more travel by this mode of transport. Effective integration of transport and spatial planning will also provide significant opportunities to travel to employment opportunities without the need for a car.

6.2.10 Transport

The plan largely has a minor positive effect on transport. With the exception of the freight strategy and the Implementation Plan, the strategies have the potential to reduce the need to travel by car and for more sustainable modes to be used.

6.2.10.1 Cumulative, synergistic or secondary effects

Effective spatial planning should reduce the need to travel as newly built settlements and communities contain all the necessary key services and facilities.

Sustainable travel will be promoted through the enhancement of the cycling and walking networks as well as passenger transport and rail. Freight and demand management will help to encourage more use of active modes of travel as traffic levels are reduced and routes become less intimidating for users. However demand management must ensure the benefits are "locked-in" and do not encourage further use of the car.

6.2.11 Economy and enterprise

Overall the plan performs well against the SEA objectives. With the exception of the Implementation Plan which remains uncertain at this stage, the other strategies have the potential to improve the economy and enterprise of Wiltshire, through measures to improve journey time reliability and reduce congestion and improve traffic flows. Clearly the freight strategy seeks to reduce the impact of freight on local communities.

6.2.11.1 Cumulative, synergistic or secondary effects

The cumulative effects for economy and enterprise are fairly significant with management of the overall transport network generally aimed at managing and maintaining an efficient transport system. This includes network management aimed at reducing congestion and improving traffic flows, thus improving journey time reliability and maintaining journey times. This also encourages travel by more sustainable modes, thus reducing demand on the road network. Demand management also plays a significant role in reducing traffic entering town centres and the management of the road network. Generally freight management is aimed at ensuring that the impact of freight is reduced throughout the communities in Wiltshire. In particular shared deliveries and/or break bulk facilities would help to alleviate the impact of freight, particularly for the SSCTs and market towns, by reducing visual intrusion and vibration and the effects of noise. However there would probably be a need to double handle goods where operators would have to incur an extra cost. These shared deliveries will also mean that there reduced traffic on the road network resulting in less congestion and improved traffic flows. This will help to improve journey time reliability and maintain journey times. Maintenance of the network would also ensure that the impact on the highway network is reduced as result of improved road surfaces reducing noise and vibration.

6.3 Cumulative effects with other plans

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

6.4 Mitigation and enhancement measures

Mitigation and enhancement measures, identified to address potential negative or uncertain effects, are shown in Table 9 below.

Table 9: Mitigation and enhancement measures

Effect	Proposed mitigation/enhancement
Biodiversity	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats, if applicable, particularly with relation to European designated sites.
Transport objective SO17 wishes to improve access to the countryside with potential to disturb wildlife.	Change SO17 to include sustainable transport access
Lack of clarity over what is meant by "natural" environment	Provide clarity over term "natural" environment.
Light from bus shelters can have a negative impact on bats, birds and other mammals.	In rural areas bus shelters that have lighting should be sensitive to people movement and only come when there is a person(s) present. This should then have minimal impact on habitat and species.
May involve engineering works, such as junction improvements and traffic calming, which could result in the loss of road verges and negative impact on biodiversity.	Landscape planting would replace habitat lost with time. Reinstatement of verges with stored topsoil.
Land, soil and water resources	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Transport objective SO17 wishes to improve access to the countryside, potential for increased land take.	Habitat creation and enhancement opportunities should be used wherever possible.
While new council car parks (including Park & Ride sites) are not being proposed as part of the strategy, the move to minimum residential parking standards will lead to a greater land take requirement for parking in new housing developments.	Further emphasis on the use of unallocated communal parking should be considered as part of the approach to residential parking. More generally, a comment on environmental mitigation measures (e.g. use of permeable surfaces) should be included in the strategy.
May involve engineering works, such as junction improvements and traffic calming, which could result in the loss of road verges and other Greenfield land take.	Landscape planting would replace habitat lost with time. Reinstatement of verges with stored topsoil.
Air quality and environmental pollution	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

Effect	Proposed mitigation/enhancement
Proposed Strategic freight routes through known AQMA's in Marlborough, Westbury and Salisbury.	Working Group exists for each allocated AQMA to investigate mitigation and reduction of air quality issues.
Funding difficulties make it more likely that older buses (which are more polluting) will continue to be used.	Measures required to upgrade older vehicles. Older vehicles tend not be as efficient as newer vehicles on the market such as those with Euro 5 or 6 engines. Measures could be in the form of grants to operators or a enhanced network of bus lanes to allow more efficient operation of vehicles.
Engineering methods such as "stop-start" traffic calming measures, generally causes more pollution.	Any measures which may increase pollution should be fully tested (and options which may be less harmful should also be tested) especially in areas already subject to high levels of pollution.
Climatic factors	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Funding difficulties make it more likely that older buses (which are more polluting) will continue to be used.	Measures required to upgrade older vehicles. Older vehicles tend not be as efficient as newer vehicles on the market such as those with Euro 5 or 6 engines. Measures could be in the form of grants to operators or a enhanced network of bus lanes to allow more efficient operation of vehicles.
Engineering methods such as "stop-start" traffic calming measures, generally causes more pollution.	Any measures which may increase emissions should be fully tested (and options which may be less harmful should also be tested) especially in areas already subject to high levels of emissions.
Historic environment	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Junctions improvements, road safety measures, such as speed cameras, could have an adverse impact on the historic environment.	Planning consent will be sought using the appropriate channels, and where necessary conservation areas consent will be gained. Each case will be consider on an individual basis and where practicable the appropriate use of building materials will be used.
People may choose to park in nearby streets rather than pay the charge which can have an adverse impact on streetscene and the historic environment.	The adoption of the radical parking charges option would provide the most beneficial impact on the historic environment.
Landscapes and townscapes	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species

Effect	Proposed mitigation/enhancement
	and habitats if applicable, particularly with relation to European designated sites.
Junctions improvements, road safety measures, such as speed cameras, could have an adverse impact on townscapes.	Planning consent will be sought using the appropriate channels, and where necessary conservation areas consent will be gained. Each case will be consider on an individual basis and where practicable the appropriate use of building materials will be used.
People may choose to park in nearby streets rather than pay the charge which can have an adverse impact on streetscene and townscapes.	The adoption of the radical parking charges option would provide the most beneficial impact on the townscape.
Population	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Healthy communities	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
The use older vehicles which will be noisier may introduce unwanted noise into tranquil areas.	Grants/financial incentives could be offered to transport operators to invest in newer quieter vehicles.
Inclusive communities	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Transport	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Economy and enterprise	
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

7 Monitoring measures

7.1 Monitoring

Under the SEA Directive, there is a statutory requirement to monitor the environmental impacts of the implementation of relevant plans.

SEA monitoring often requires considerable effort on behalf of those authorities with SEA responsibilities and consequently the proposed monitoring framework focuses on those aspects of the environment that are most likely to suffer with some form of adverse impact, or where the impact is uncertain or where particular problems may arise.

Monitoring is particularly useful in answering the following questions:

- Were the assessment's predictions of environmental effects accurate?
- Is the LTP3 contributing to the achievement of desired sustainability objectives?
- Are mitigation measures performing as well as expected?
- Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan's objectives.

Monitoring plays an important role in the performance management of the LTP process, and where relevant, use will be made of this in monitoring the SEA. In the meantime, the proposed SEA monitoring framework and some potential indicators have been set out in Table 10 below. As there is some uncertainty with some of the elements of plan, particularly the Implementation Plan, and their impact on the SEA objectives, the framework will be further developed in liaison with relevant Wiltshire Council departments and external bodies ahead of the SEA Statement.

Table 10: Proposed SEA monitoring framework

SEA topic	Potential negative strategy/area for improvement	Potential indicator	Data source	Action
Biodiversity	<p>Overall strategy = +/- SO17 - access to the countryside may have adverse impact on wildlife.</p>	<ul style="list-style-type: none"> NI 197 Improved local biodiversity, proportion of local sites where positive conservation management has been or is being implemented. 	<ul style="list-style-type: none"> Wiltshire Council Natural England 	To be confirmed
	<p>Road safety = - Interventions such as junction improvements has the potential for roadside verge removal which could be detrimental for wildlife.</p>			
Land, soil and water resources	<p>Overall strategy = +/- SO17 - access to the countryside may have detrimental effect on land take.</p>	<ul style="list-style-type: none"> To be determined 		To be confirmed
	<p>Parking = - While new council car parks are not proposed as part of the strategy, the move to minimum residential parking standards will lead to a greater land take requirement for parking in new housing developments.</p>			
	<p>Road safety = - May involve some engineering work such as junction improvements which could result in the loss of road verges and other land take.</p>			
Air quality and environmental pollution	<p>Freight = - Proposed strategic freight routes through AQMA's in Marlborough, Westbury and Salisbury.</p>	<ul style="list-style-type: none"> Levels of relevant air pollutants in AQMAs NI 194 Air quality - % reduction in NOx and Primary PM 10 emissions through local authority's estate and operations. 	<ul style="list-style-type: none"> Wiltshire Council 	To be confirmed
	<p>Public transport = ? Funding difficulties make it more likely older more polluting buses will be used.</p>			
	<p>Road safety = - 'Stop-start' traffic calming measures generally cause more pollution.</p>			

SEA topic	Potential negative strategy/area for improvement	Potential indicator	Data source	Action
Climatic factors	<p>Public Transport = ? Funding difficulties make it more likely older more polluting buses will be used.</p>	<ul style="list-style-type: none"> NI 185 CO₂ reduction from LA operations 		To be confirmed
	<p>Road safety = +/- "Stop-start" traffic calming measures generally cause more emissions.</p>			
Historic environment	<p>Overall strategy = +/- SO4 may involve some junction improvements which could have a detrimental effect on the historic environment.</p>	<ul style="list-style-type: none"> To be determined 		To be confirmed
	<p>Public transport = ? Funding constraints/uncertainties may see the use of older more polluting vehicles which could have a detrimental effect on the historic environment.</p>			
	<p>Road safety = +/- Road safety infrastructure may have a detrimental impact upon the historic environment.</p>			
Landscapes and townscapes	<p>Overall strategy = +/- SO4 may involve some junction improvements which could have a detrimental effect particularly on urban centres.</p>	<ul style="list-style-type: none"> NI 195 Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting) 		To be confirmed
	<p>Parking = +/- Parking enforcement could cause people to park in nearby streets which could have an adverse impact on urban centres and streetscene.</p>			
	<p>Public Transport = +/- Possible new infrastructure, signage etc may have a negative impact on townscape and streetscene.</p>			

SEA topic	Potential negative strategy/area for improvement	Potential indicator	Data source	Action
	<p>Road safety = +/- Road safety infrastructure could have a negative impact on townscape and streetscene.</p>			
Population	<p>Public Transport = ? Funding uncertainties and therefore uncertainties with what the strategy is able to best achieve regarding improving access to services and facilities.</p>	<ul style="list-style-type: none"> NI 175 Access to services and facilities by public transport, walking and cycling 	<ul style="list-style-type: none"> Wiltshire Council 	To be confirmed
Healthy communities	<p>Public transport = +/- Funding difficulties may mean that older and more noisy vehicles remain in use, therefore introducing unwanted noise into tranquil areas.</p>	<ul style="list-style-type: none"> Noise mapping NI 198 Children travelling to school – usual mode of travel 	<ul style="list-style-type: none"> Defra Wiltshire Council 	To be confirmed
Inclusive communities	<p>Public Transport = +/-? Lack of certainty over the location of interventions could result in uncertainty as to whether the strategy will result in access to employment hubs.</p>	<ul style="list-style-type: none"> NI 176 Working age people with access to employment by public transport (and other specified modes) 	<ul style="list-style-type: none"> Wiltshire Council 	To be confirmed

8 Next steps

8.1 Consultation

The SEA Regulations set specific requirements for consultation with statutory environmental bodies, the public and other interested parties (these could include non-governmental organisations and community groups). The Environmental Report produced alongside the provisional LTP3 will be made available for all parties so that they can provide a response to the contents of the provisional LTP and accompanying Environmental Report.

This Environmental Report and separate non-technical summary will be available on the relevant Wiltshire Council consultation page:

<http://consult.wiltshire.gov.uk/portal>

Consultation on the LTP runs from 4 October to 26 November 2010 and consultation for the Environmental Report runs from 11 October 2010 to 26th November 2010.

Any comments relating to the content of the Environmental Report should be sent to:

Transport Policy Team

Department of Neighbourhood and Planning

Wiltshire Council

County Hall

Trowbridge

BA14 8JD

Email: transportplanning@wiltshire.gov.uk

Comments received on the contents of the provisional LTP and Environmental Report will be taken into consideration as the final LTP is developed for publication in March 2011. The SEA Statement published at the same time will document how the comments have been taken on board.

8.2 SEA Statement

When the LTP3 is adopted it will be accompanied by an SEA Statement. In line with the SEA Regulations, the SEA Statement will provide the following information:

- How environmental considerations have been integrated into the plan;
- How the Environmental Report has been taken into account;
- How opinions expressed in relation to the consultation on the plan/programme and Environmental Report have been taken into account;
- The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation plan or programme.



Appendix A Review of other plans and programmes

The table lists the other plans and programmes which have been reviewed as part of the SEA process. The section following this table provides a summary of the main objectives of these plans, and the implications for the SEA and LTP.

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
PPS7 – Sustainable Development in Rural Areas
PPS 9 – Biodiversity and Geological Conservation
PPG15 – Planning and the Historic Environment
PPG16 – Archaeology and Planning
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 policies 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

Review of other plans and programmes

International plan/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
<p>Kyoto Protocol on Climate Change (1992)</p> <p>The Road to Copenhagen (UK, 2009)</p>	<p>Under Kyoto, the UK has a legal requirement to reduce emissions by 12.5% below 1990 levels by the year 2012.</p> <p>The Road to Copenhagen hopes to build on the Kyoto commitments by working with EU partners at negotiations in Copenhagen in December 2009.</p>	<p>Ensure all reasonable opportunities are taken forward to encourage development which is energy efficient and reduces reliance on private cars and reduces kms travelled.</p> <p>LTP3 should place priority on reducing the need to travel and developing alternatives means of transport.</p>
<p>The Johannesburg Declaration of Sustainable Development (2002)</p>	<p>To strengthen and improve governance at all levels for the effective implementation of Agenda 21.</p>	<p>Support the sustainability aims of Agenda 21 at the local level and reflect the principles of sustainable development at a local level.</p>
<p>European Commission White Paper on the European Transport Policy (2001)</p>	<p>Key measures include:</p> <ul style="list-style-type: none"> ● 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. 	<p>LTP will consider how the measures could be addressed and the SEA will consider the environmental effects of such measures.</p>
<p>The Convention on Biological Diversity, Rio de Janeiro (1992)</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>The SEA will include biodiversity objectives which seek to protect and enhance habitats and species at all levels. It will take a holistic approach</p>

		when considering ecosystems rather than focusing on 'islands' of protected sites and species.
The European Landscape Convention (2004)	<p>The first international treaty to be exclusively concerned with the protection, management and planning of European landscapes.</p> <p>General measures :</p> <ul style="list-style-type: none"> • Recognition of landscapes in law as an essential component of people's surroundings, an 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. 	The SEA includes objectives which take into consideration the effect of transport on the landscape and the wider implications.
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.
National plans/programmes	Objectives/targets or indicators	Implications for the SEA and LTP3
Delivering a Sustainable Transport System (2008)	Five overarching national transport goals: <ul style="list-style-type: none"> • 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 	LTP3's main purpose and aim will be to deliver each of these goals. The SEA will ensure that there are minimal environmental consequences.
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 as above.	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.
The Future for Transport: A Network for 2030 (2004)	Four central themes: <ul style="list-style-type: none"> • Sustained investment (over the longer term) • Improvements in transport management • Better traffic management • Planning ahead 	Themes will be considered in development of LTP3.
Securing the Future: delivering UK sustainable development strategy (2005)	Five guiding principles: <ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance 	LTP3 to consider principles of the strategy.

	<ul style="list-style-type: none"> • Using sound science responsibility. 	
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.	<p>LTP3 could influence the historic environment in several ways, including impacts upon townscape, historic structures and features.</p> <p>The SEA will include objectives:</p> <ul style="list-style-type: none"> • 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.	<p>Transport is a major contributor to air quality in Wiltshire.</p> <p>The SEA will include objectives for improving air quality.</p>
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.	<p>There are opportunities to contribute to the creation of and maintenance of BAP habitats and conservation of species within the highway network of Wiltshire.</p> <p>The SEA will include objectives which seek to protect and enhance biodiversity and avoid irreversible losses of habitats and species at all levels.</p>
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.
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 (CO ₂) is one emission contributing to greenhouse gases emitted from vehicle exhausts. LTP3 will seek to reduce emissions and provide support for electric vehicles.
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 CO ₂ in 2020.	The SEA will include objectives to reduce the contribution of the transport system to CO ₂ emissions.
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: <ul style="list-style-type: none"> • 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. • 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. 	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.
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.	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.

	<p>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.</p>	<p>Rural areas can be affected by the amount of traffic that travels through it and new road construction.</p> <p>Both LTP3 & SEA include objectives to help reduce the impact of transport and improve the quality of rural centres.</p>
PPS 9 – Biodiversity and Geological Conservation	<p>The principle guidance on transport planning.</p> <p>Three objectives:</p> <ul style="list-style-type: none"> • 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. 	<p>LTP3 will give full recognition of this, which will be reflected in its objectives.</p>
PPG15 – Planning and the Historic Environment	<p>Objectives are for effective protection of the historic environment. Highway authorities should reflect the need to protect the historic environment, roads can have an impact at all levels, not only where they are situated but also through road maintenance such as street furniture and surfaces.</p>	<p>LTP3 should consider the impact of street furniture on streetscapes.</p> <p>The SEA will include objectives for conservation of the historic environment in relation to transport impacts.</p>
PPG16 – Archaeology and Planning	<p>Development plans should reconcile the need for development with the interests of conservation including archaeology. Detailed development plans should include the policies for the protection, enhancement and preservation of sites archaeological interest and their settings.</p>	<p>Archaeological sites can be potentially damaged through new road construction, improvements or maintenance operations. LTP3 will take this into consideration.</p> <p>The SEA will include objectives which seek to conserve and enhance archaeological sites and features.</p>
PPG17 – Planning for Open Space, Sport and Recreation	<p>The recreational quality of open spaces can be eroded by insensitive development or</p> <p>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</p>	<p>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.</p> <p>This is particularly pertinent with regard to AONBs, so the SEA will include objectives to mitigate against potentially damaging development.</p>

	land use planning process and through sustainable modes of transport, including disabled facilities.	
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 affect 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.
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: <ul style="list-style-type: none"> • Harness the benefits of population growth manage the implications of population change. • Enhance our distinctive environments and the quality and diversity of cultural life. • Enhance our economic prosperity and quality of employment opportunity. • Make sure that people are treated fairly and can participate fully in society. 	Ensure these aims are considered thoroughly when preparing LTP3.
Strategy for the Historic Environment (HE) in the South West (English Heritage, 2004)	Key objectives of relevance include: <ul style="list-style-type: none"> • Informed conservation of the historical environment; • Sustainable management of the historic environment in rural areas; 	The SEA will include objectives which seek to conserve and enhance features and areas of historical interest and value.

	<ul style="list-style-type: none"> • 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. 	
Our Environment: Our Future: Regional Strategy for the South West Environment 2004-2014	<p>Priorities for Action:</p> <ul style="list-style-type: none"> • 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)	<p>To transform regional planning guidance into a regional spatial strategy including:</p> <ul style="list-style-type: none"> • 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.
South West Climate Change Action Plan 2008-2010	<p>Action points of relevance include:</p> <p>Develop evidence base, monitoring and evaluation for sustainable, low carbon transport and travel.</p> <p>Undertake regional activity to support regional and local multi-modal carbon reduction and demand management.</p>	<p>LTP3 should suggest sustainable travel choices that can be promoted and achieved within local communities.</p> <p>The SEA will include objectives to reduce the contribution of the transport system to CO2 emissions.</p>

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.
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: <ul style="list-style-type: none"> • 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 policies in the Minerals and Waste Development Plan Documents)	<ul style="list-style-type: none"> • 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. 	<p>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.</p> <p>The SEA will include objectives to reduce the impact of road freight on communities.</p>
Wiltshire and Swindon Waste Local Plan 2011	<ul style="list-style-type: none"> • 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	<p>Key objectives:</p> <ul style="list-style-type: none"> • To minimise the need to travel especially by car. • Enhance the built and natural environment and protect key features. 	<p>LTP3 should:</p> <ul style="list-style-type: none"> • consider the local plan's policies on the built and natural environment; • aid the social and economic development of the area; and

	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • minimise the need to travel by car by focusing on alternative land use/transport integration.
Swindon Borough Council Core Strategy	<p>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.</p> <p>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.</p>	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)	<ul style="list-style-type: none"> • The implications of climate change to be addressed. • To conserve and enhance the landscape within the AONB. • 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. 	LTP3 should ensure that future transport development proposals within the AONB are only permitted for cases of overriding national need.
North Wessex Downs AONB Management Plan (2004-2009)	<ul style="list-style-type: none"> • 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.

<p>Cranborne Chase and West Wiltshire Downs AONB Management Plan (2009-2014)</p>	<p>Transport objectives include:</p> <p>A) A strategic approach to transport planning recognises and takes full account of AONB landscape character.</p> <p>B) An integrated sustainable transport network takes account of local community needs and provides travel choices that reduce dependency on the car.</p> <p>C) The impact of traffic on local settlements and the wider countryside is minimised.</p> <p>D) A balance is sought between maximising social and economic interests whilst minimising the impact of traffic on the landscape and communities</p>	<p>Following the recent formal adoption of the management by Wiltshire Council, these management plan policies should be reflected in LTP3:</p> <ol style="list-style-type: none"> 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.
<p>New Forest National Park Management Plan (2010)</p>	<p>Reduce the impacts of traffic on special qualities of the National Park and provide a range of sustainable transport alternatives within the park by:</p> <ul style="list-style-type: none"> - Influencing regional and national transport policies in order to minimise impacts on the National Park and, where possible, achieve benefits for the area. - 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. 	<p>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.</p>

	<p>- 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.</p>	
<p>New Forest National Park Core Strategy - submitted Feb 2010</p>	<p>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.</p> <p>It includes a number of strategic objectives including:</p> <p>Reduce the impacts of traffic on the special qualities of the National Park and provide a range of sustainable transport alternatives within the Park.</p>	
<p>Stonehenge World Heritage Site Management Plan (2009)</p>	<p>Sustainable Traffic and Transportation objectives:</p> <ul style="list-style-type: none"> ● 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. ● 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. 	<p>LTP3 and SEA will take account of these objectives and will where possible ensure that there are adhered to.</p>
<p>Avebury World Heritage Site Management Plan (2005)</p>	<p>Traffic and parking management objectives:</p> <ul style="list-style-type: none"> ● 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. 	<p>LTP3 and SEA will take account of these objectives and will where possible ensure that there are adhered to.</p>

	<ul style="list-style-type: none"> • 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. 	
Wiltshire Biodiversity Action plan	<p>7 broad habitat action plans:</p> <ul style="list-style-type: none"> • Arable and horticulture • Broadleaved, mixed and yew woodland • Built up areas and gardens • Calcareous grassland • Neutral grassland • Rivers and streams • Standing open water and canals <p>2 priority habitat action plans:</p> <ul style="list-style-type: none"> • Ancient and/or species rich hedgerows • Lowland wood pasture and parkland <p>1 species action plan:</p> <p>Bats: 5 species</p> <ul style="list-style-type: none"> • Barbastelle • Bechstein's • Pipistrelle • Greater Horseshoe • Lesser Horseshoe 	<p>LTP3 should:</p> <ul style="list-style-type: none"> • 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.

<p>Swindon Biodiversity Action Plan</p>	<p>14 habitat action plans:</p> <ul style="list-style-type: none"> • 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 <p>1 species action plan:</p> <p>Bats 7 species:</p> <ul style="list-style-type: none"> • Brown Long-eared • Daubeton's • Lesser Horseshoe • Natterer's • Noctule • Pipistrelle • Serotine 	<ul style="list-style-type: none"> • 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. <p>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.</p>
<p>West Wiltshire and Salisbury Air Quality Action Plan 2005</p>	<p>Implement a package of measures focused on transport, requiring input from businesses, the public and the highway authority to:</p> <p>Promote cleaner fuels</p> <p>Reduce traffic levels and manage the road network</p> <p>Promote walking, cycling the use pf public transport</p>	<p>LTP3 should consider these measures and seek to deliver them where possible.</p> <p>The SEA will include objectives to reduce the negative impacts of the transportation system on local air quality.</p>

Swindon Borough Council LTP	<p>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:</p>	<p>Wiltshire's LTP3 will seek to support all neighbouring authorities LTP's and cross boundary issues.</p>
West of England Partnership LTP		
Dorset County Council LTP		
Hampshire County Council LTP		
West Berkshire Council LTP		
Gloucestershire County Council LTP		

Appendix B Baseline information

Background to Wiltshire

Wiltshire Council is the largest unitary authority in England, covering approximately 3,255 square kilometres (see figure 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.

The Wiltshire Council area is generally rural in character, with about 70 per cent 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.

A small part of the New Forest National Park extends in to 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.

Biodiversity



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 per cent. Certain species have also shown sharp declines, farmland birds, for example, have declined by about 50 per cent 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

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.

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.

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

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

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.

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

- Porton Down
- Salisbury Plain

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

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 AB.1 provides a breakdown of SPAs and SACs within Wiltshire.

Table AB.1 International Designations in Wiltshire

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

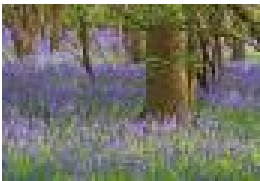
Ten SACs have been approved within or partially within Wiltshire:

- 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

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

Sites of Special Scientific Interest



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.

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.

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

Figure AB.1 shows that Wiltshire has 54 per cent of the area covered by SSSI's in a favourable condition, and 0 per cent of the area has not been destroyed or part destroyed. Table AB.2 provides a more thorough breakdown of SSSI condition at the district level within Wiltshire.

The government has set a public service agreement for 95 per cent 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.

Figure AB.1 SSSI condition in Wiltshire

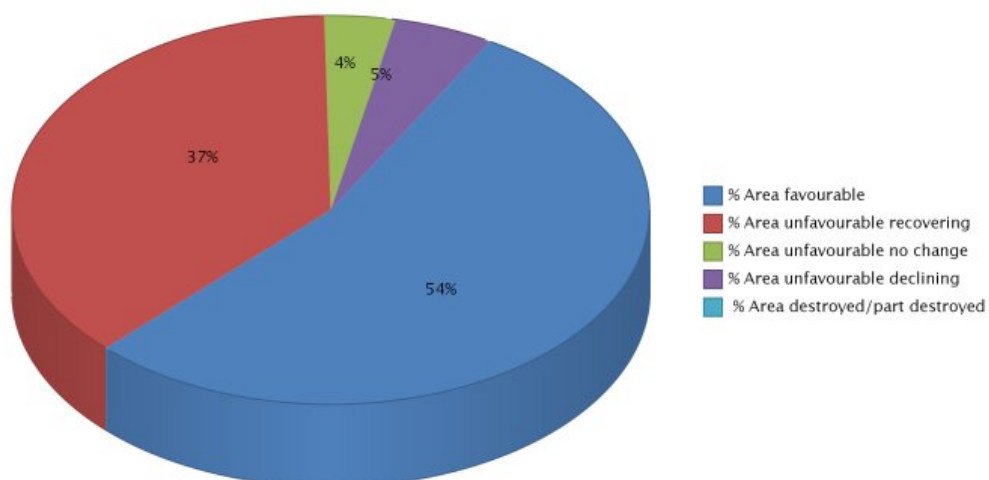
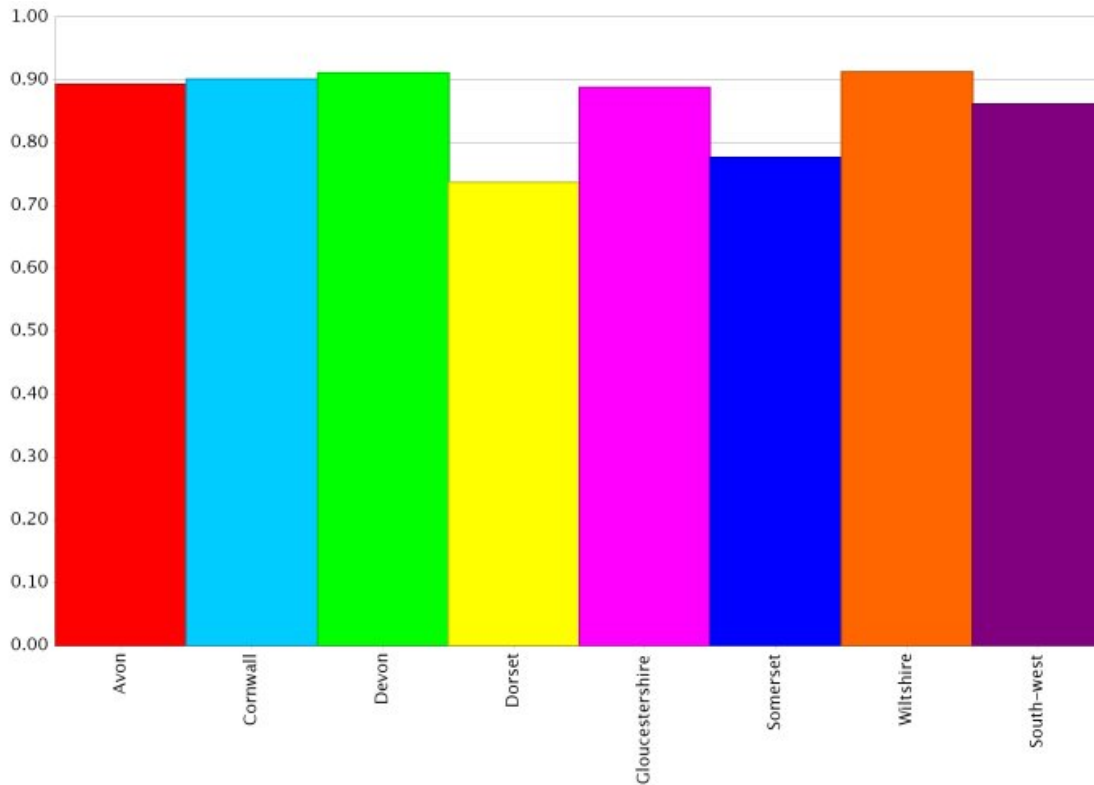


Table AB.2 : National designations in Wiltshire

Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire	SW	England
SSSI designated as NNR (%)	0.41	0.05	0.57	0	0.31		
Area of SSSI (%)	11.33	0.90	9.33	13.18	8.55		
Area of SSSI (ha)	10954	691	9371	6812	27828		
SSSI in favourable condition (%)	67.90	70.70	43.20	47.00	54.12	50.50	44.40
SSSI in recovering unfavourable condition (%)	21.30	25.20	37.70	26.40	37.22	32.50	38.90
SSSI in unfavourable declining condition (%)	6.80	4.10	10.50	5.70	5.07	5.40	5.10
SSSI in recovering unfavourable no change (%)	4.00	0.10	8.60	1.10	3.59	11.52	11.57

Within the south-west, Wiltshire had the highest proportion in target condition (91.34 per cent), closely followed by Devon (91.17 per cent). Although still relatively high, Dorset had the lowest proportion (73.78 per cent) as shown in Figure AB.2.

Figure AB.2 % area meeting PSA target in the south-west counties



National Nature Reserves

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
- Wyllye Down

Ancient Woodland



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.

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 AB.3 provides an indication of the apportionment of ancient woodland in Wiltshire.

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 AB.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

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.

Sites of Nature Conservation Importance

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

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.

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).

There are 60 RIGS in Wiltshire and Swindon, covering an area of 141 hectares.

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.

Table 8 : 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
Area of RIGS (ha)	68	20	16	75	180

Local Biodiversity Action Plans



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.

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



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.

A significant amount of agricultural land in Wiltshire is (over 75 per cent) at grade 3 or higher, this compares favourably to figures for the south-west and nationally, as shown in Table AB.4 below.

Table AB.4 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

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.

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.

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 loss 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.

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.

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



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 AB.5 below.

numerous mineral workings in Wiltshire, with the number of active working sites shown in Table AB.5 below.

Table AB.5 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

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.

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.

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.

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.

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 councils 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

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.

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 AB.6. 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 AB.6 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

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.

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



Wiltshire is predominantly rural with a number of dispersed urban areas and smaller villages predominantly 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.

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.

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

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 somewhat 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



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.

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.

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.

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 (AQMA) and take action towards meeting the objectives.

Wiltshire has five AQMAs, two in west Wiltshire and three in Salisbury, see Table AB.7 below.

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 AB.7 Air quality management areas in Wiltshire

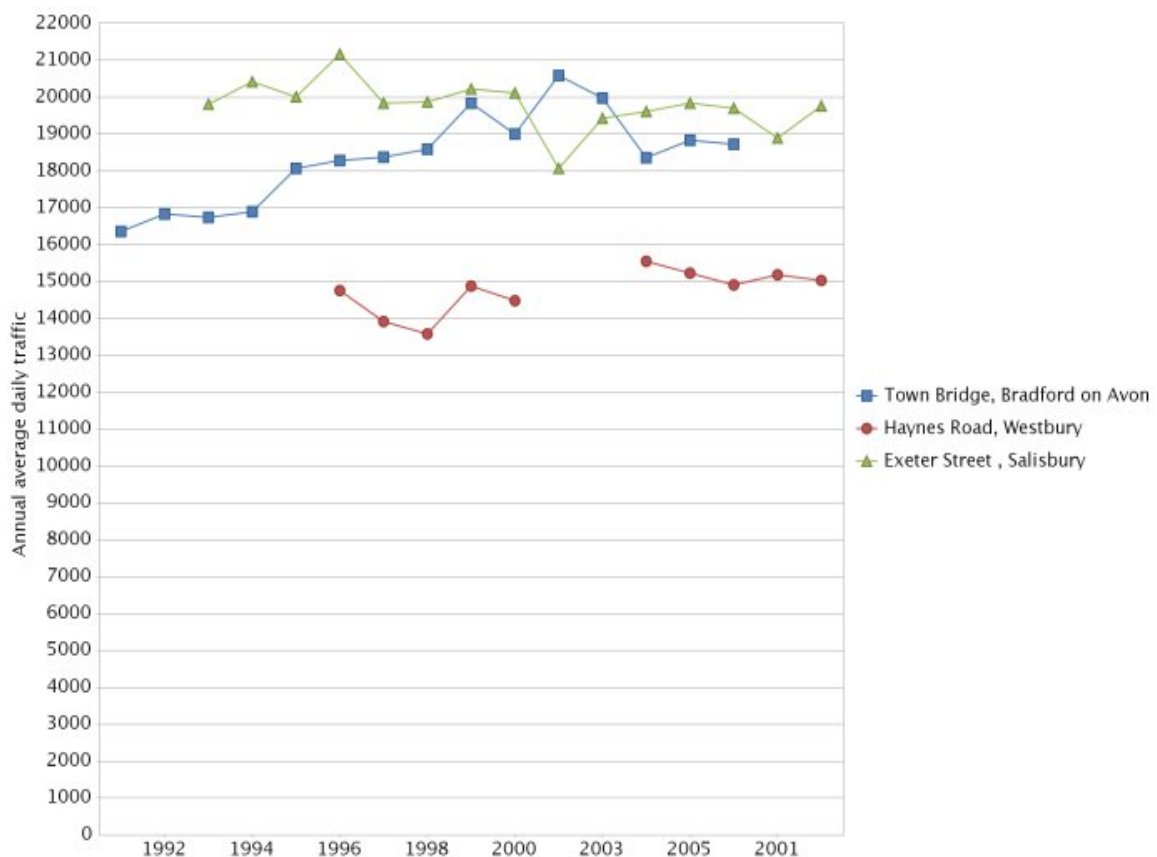
	Air quality management areas in Wiltshire	Reason
West Wiltshire	Westbury AQMA	
	The following roads and buildings with facades on the roads: Haynes road from no. 23 up to the junction with Warminster road and Warminster road from the junction with Haynes road to the junction with Leigh road.	Nitrogen 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)

The Salisbury and Westbury AQMAs have been declared on the basis of high NO₂, however the Bradford on Avon AQMA has also been notified for particulates (PM₁₀). 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.

As Figure AB.3 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 AB.3 Traffic counts in AQMA areas



Air quality and transport

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 per cent over the last decade, despite considerable traffic

growth, and are expected to reduce by a further 25 per cent 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.

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.

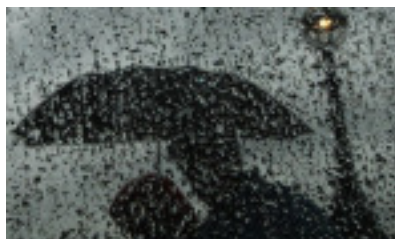
The planning systems across the UK for land use and transport planning are also an important part of an integrated approach to air quality improvements, particularly for new developments and they emphasise accessibility for public transport, park and ride schemes, walking and cycling.

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

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 AB.8.

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.

Under the Climate Change Act 2008 the UK must reduce its greenhouse gas emissions by 80 per cent by 2050, with a reduction in emissions of 34 per cent 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 AB.8 Predicted changes in weather events for the UK in the 2080s

Variable	Predicted changes
Temperature	<p>An annual warming by the 2080s of between 1 and 5°C</p> <p>Greater summer warming in the south east than the north west</p> <p>Greater warming in summer and autumn than in winter and spring</p> <p>Increased thermal discomfort in enclosed spaces/areas</p>
Precipitation	<p>Wetter winters, by up to 30%</p> <p>Drier summers, by up to 50% - summer water shortages</p> <p>Increase risk of flooding and erosion with increased pressure on sewage systems</p>
Seasonality	<p>Precipitation: greater contrast between summer (drier) and winter (wetter) seasons</p>
Cloud cover	<p>Reduction in summer and autumn cloud, especially in the south, and an increase radiation</p>
Snowfall	<p>Total decreases significantly everywhere</p> <p>Large parts of the country experience long runs of snowless winters</p>
Storm	<p>Increases in storm damage</p>

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

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.

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.

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

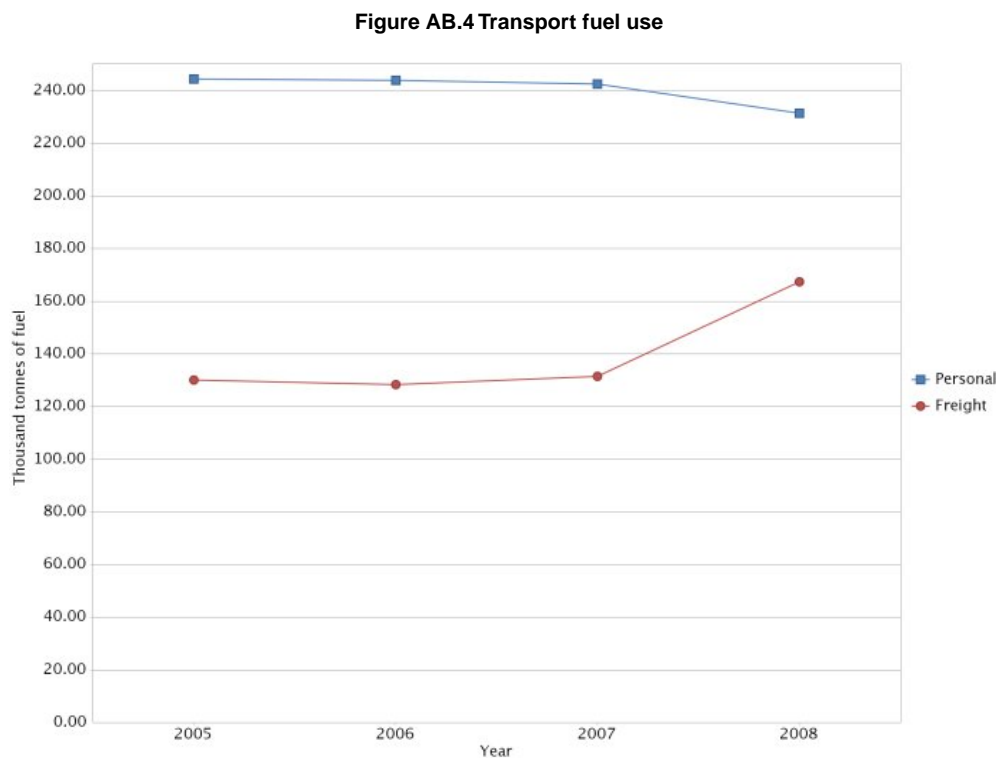
Climate change mitigation measures can be targeted at every sector in the economy. Where transport is concerned, the following measures should be applied:

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

The use of fuel

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.

The Department of Energy and Climate Change (DECC) publishes data on fuel use for transport. Figure AB.4 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.



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

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; and
- 10% of transport demand.

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.

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.

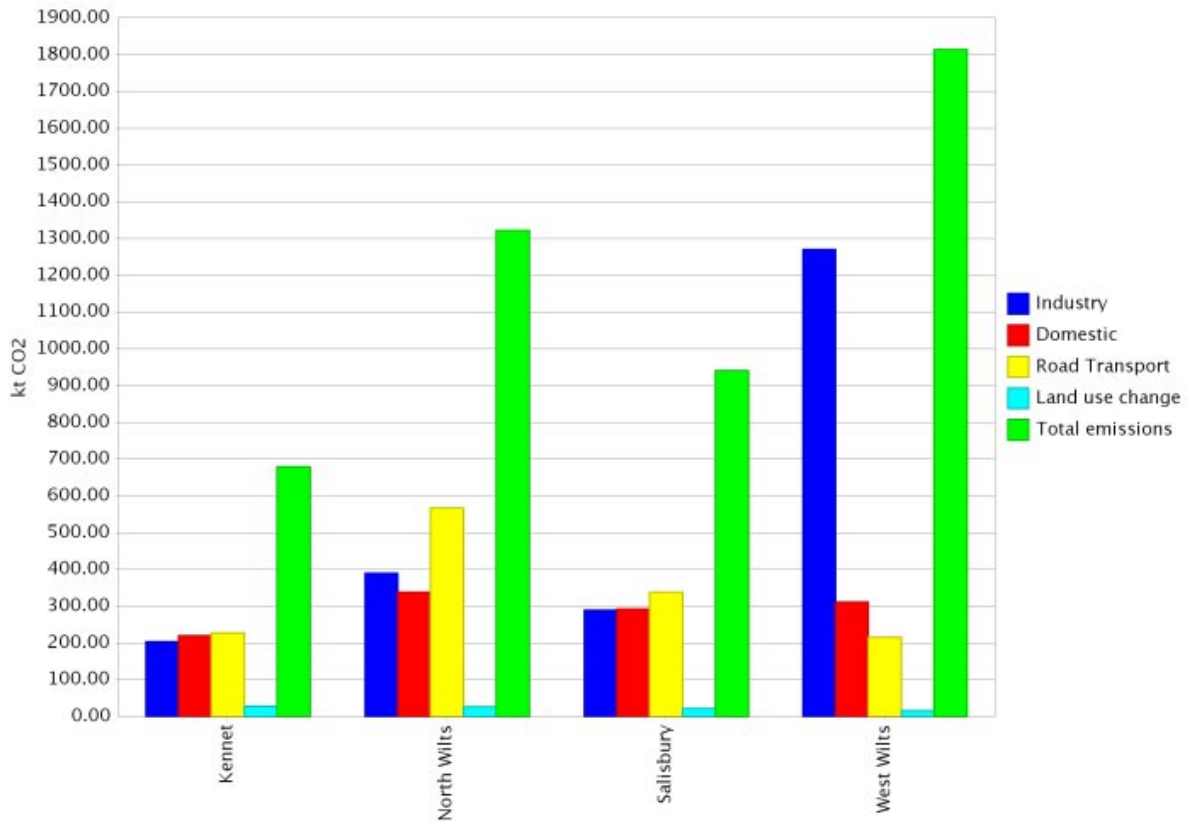
Some of the actions that will assist in meeting the transport target are cleaner fuels and cleaner technology and a shift to renewable sources of energy such as sustainable biofuels, electricity and hydrogen. The strategy assumes that the short term 10% target will predominantly be met through biofuels. 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.

CO₂ emissions

Currently CO₂ 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 CO₂ per capita.

Statistics from (DECC) also show that overall in Wiltshire the "industry" category produces the largest proportion of CO₂ emissions, as per Figure AB.5 below, which is particularly evident in West Wiltshire. The largest emitter of CO₂ in regards to transport is the former North Wiltshire District, followed by Salisbury, these reflect road networks and traffic density throughout the county.

Figure AB.5 CO2 emissions in Wiltshire



Ecological footprint

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.

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 CO₂ emissions, followed by Salisbury, this reflects the road network and traffic densities.

Historic environment



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 AB.9 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. The sites at Stonehenge and Avebury were inscribed on the World Heritage list in 1986 for outstanding prehistoric monuments.



The World Heritage Site (WHS) of 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.

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.

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.

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.

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.



Avebury World Heritage Site also suffers with a number of traffic related problems, the 2005 Avebury 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.

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

- There is a distinctive commuter movement of vehicles through Avebury along the A361;
- Facilities for pedestrians and cyclists are considered inadequate for the number of visitors;
- Road safety is a major cause for concern to both visitors and residents; and
- 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



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 per cent of the landscape has special protection.

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.

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

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.

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.

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

Areas of Outstanding Natural Beauty

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 per cent of Wiltshire, as shown in Table 13. The Countryside and Rights of Way Act 2000 gave AONBs a legally equivalent status to that of a national park.

Table 13 : Areas of outstanding natural beauty in Wiltshire

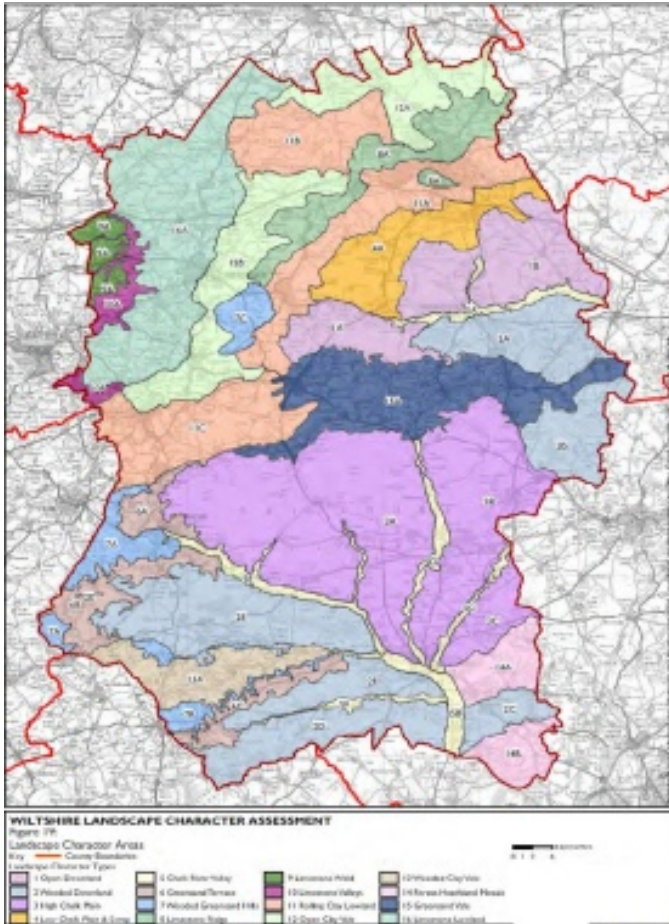
Indicator	Kennet	North Wilts	Salisbury	West Wilts	Wiltshire
Area of AONB (%)	66.37	22.90	46.15	29.46	44
Area of AONB (ha)	64156	17577	46343	15230	143306
Area of Green Belt (%)	0	0	9.89	15.7	6.4

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 per cent, is located in the south-west.

Special landscape areas and landscape character

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 Figure AB.5.

Figure AB.5 Landscape types of Wiltshire



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. Figure AB.6 and Table AB.10 provide a description of the landscape character assessment for Wiltshire.

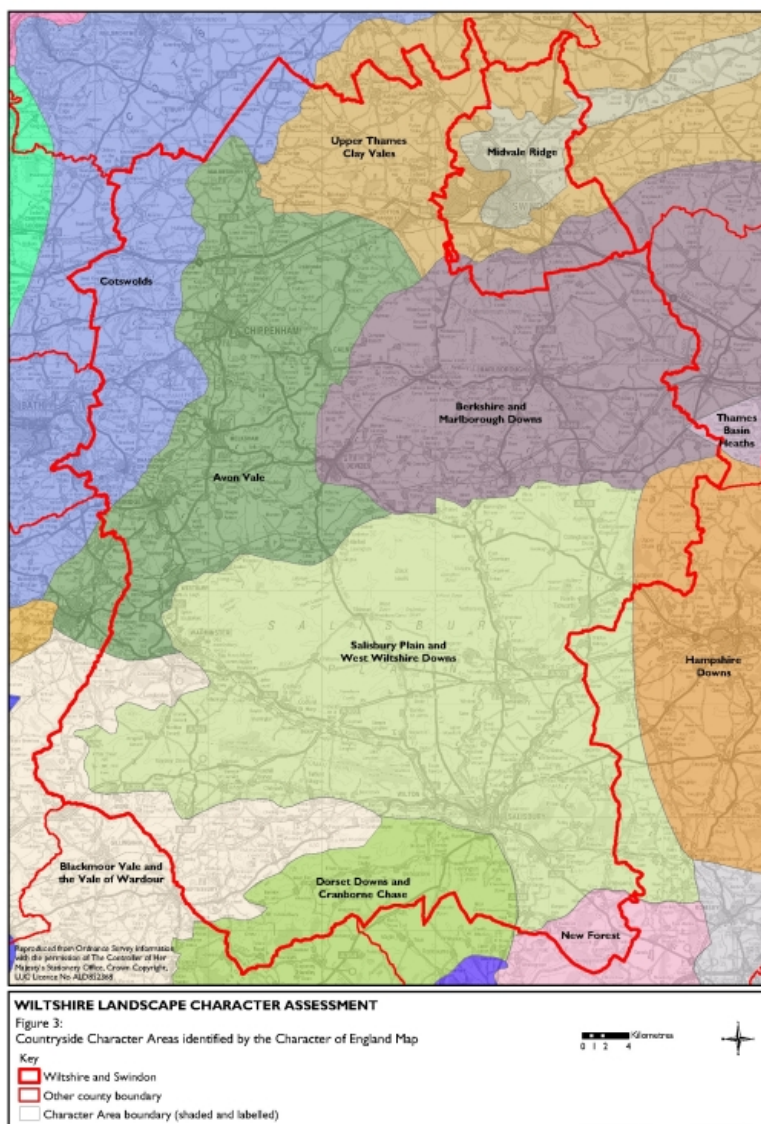


Table AB.10 Landscape character assessment transport related issues.

Character area	Transport related issues
107: Cotswolds	<ul style="list-style-type: none"> 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.
108: Upper Thames Clay Vales: Wiltshire	<ul style="list-style-type: none"> None identified

Character area	Transport related issues
116: Berkshire and Malborough Downs	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Improvements to the A303 and A30 could have a significant effect on the landscape.
134: Dorset Downs and Cranborne Chase	<ul style="list-style-type: none"> • Several major roads pass through the area. The associated earthworks, lighting and signs are likely to be particularly prominent in such an open landscape.

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

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



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 per cent 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



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.

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.

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 AB.11 for population changes between 2001 and 2007.

Future population

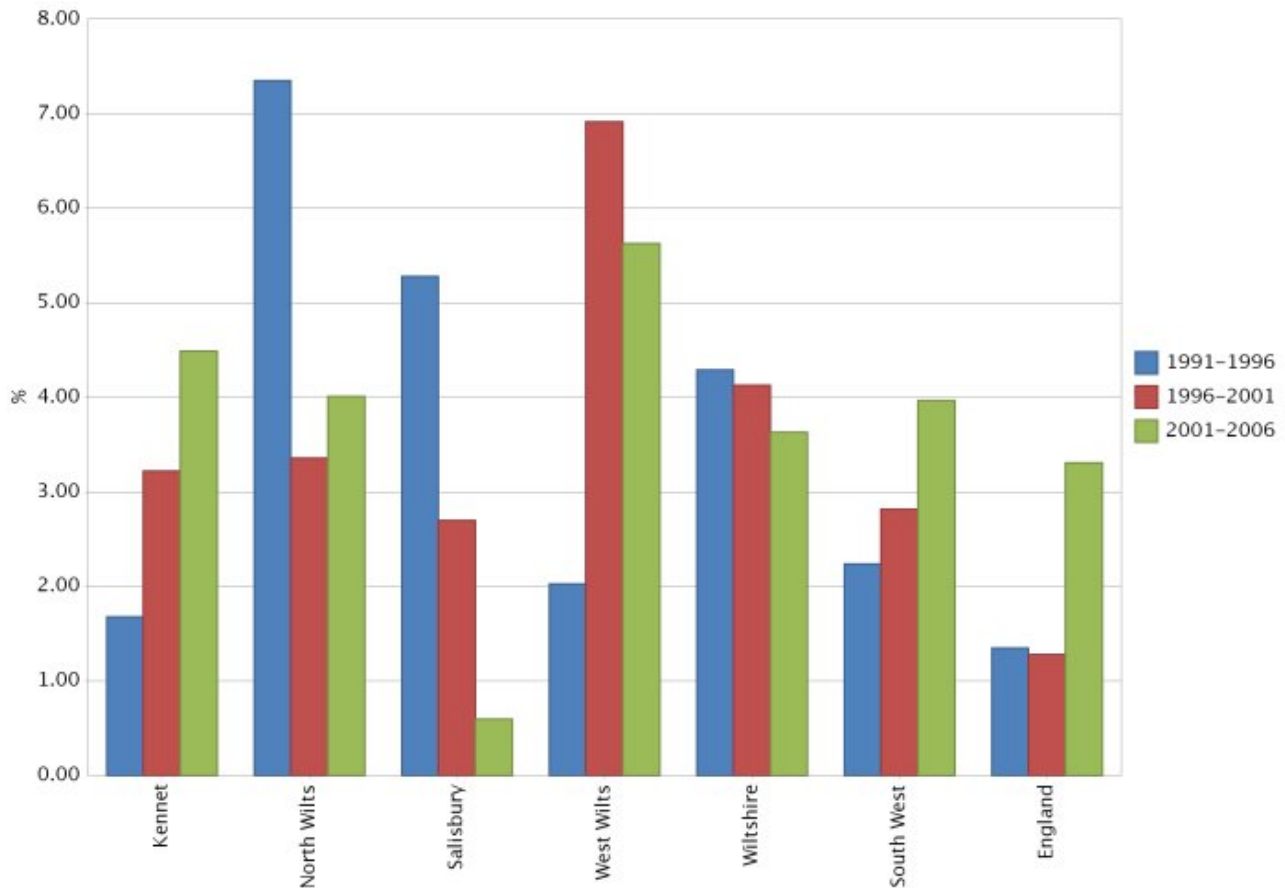
As with many other parts of England, the population of Wiltshire (including Swindon) has been steadily increasing, see Figure AB.7. During the period 1971 to 2001, this area has experienced higher growth than at the national level and in relation to the rest of the south west region, reflecting a greater 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 AB.12 below.

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 AB.11 : 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 AB.7 Population Growth 1991- 2006



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 AB.12 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

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 per cent 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 per cent of the projected population.

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 per cent, the number of five to 19 year olds will rise by less than two per cent.

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



Wiltshire's population is relatively healthy compared to the average for England; with life expectancy higher than average as per Figure AB.8. Wiltshire also has a lower standardised mortality rate (SMR) than the national average. In the 2001 census, over 70 per cent of the population of Wiltshire described their health as good, see Table AB.14.

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 per cent 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 AB.8 Life Expectancy at birth in 2006

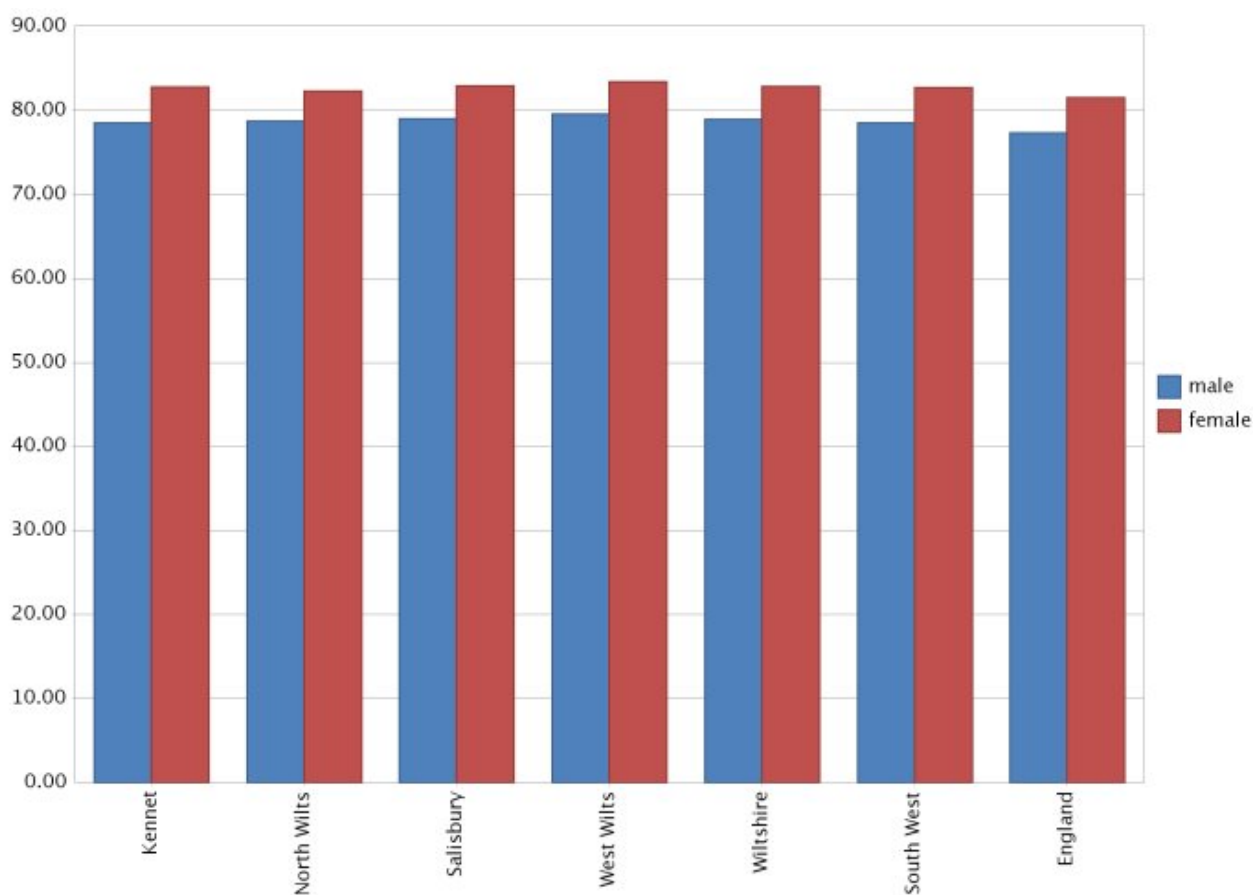
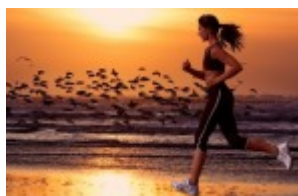


Table AB.14 Percentage of population with limiting long term illness, and how people consider the state of their health to be

% 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



The 2010 Health Profile for Wiltshire compares the health of the county with the rest of England. Table AB.15 summarises some of the health indicators for Wiltshire. The indicators currently show that approximately 14 per cent of Wiltshire's population participate in physical activity on a regular basis to keep fit, compared to the national average of just over 11 per cent. The indicators also reveal that Wiltshire's children are considerably more physically active, at 59.5 per cent compared to the national average of 49.6 per cent.

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

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 AB.15 shows that 25 per cent of Wiltshire's adult population and 7.8 per cent of its child population are considered obese.

Table AB.15 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
<p>1 = % aged 16+ 2007/08</p> <p>2 = % modelled estimated from Health survey for England 2003-2005</p> <p>3 = % 5-16 year olds who spend at least 2 hours per week on high quality PE and school sport 2007/08</p> <p>4 = % children in reception year 2008/09</p>		

Walking and cycling

Currently 3 per cent of journeys to work in Wiltshire are made by bicycle. However, given that 60 per cent 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.

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

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.

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.

There is also a strong and well documented relationship between health and access to the countryside. There 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

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 AB.10 and AB.11. However, Figure AB.11 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.

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

Figure AB.10 Total KSI casualties

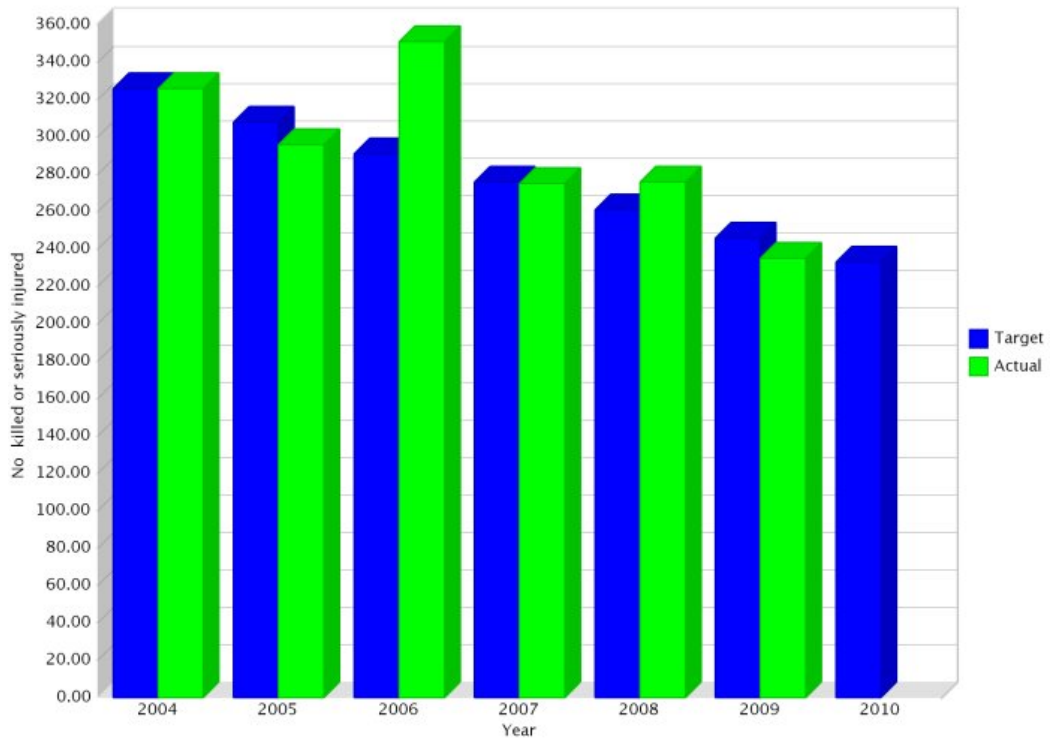
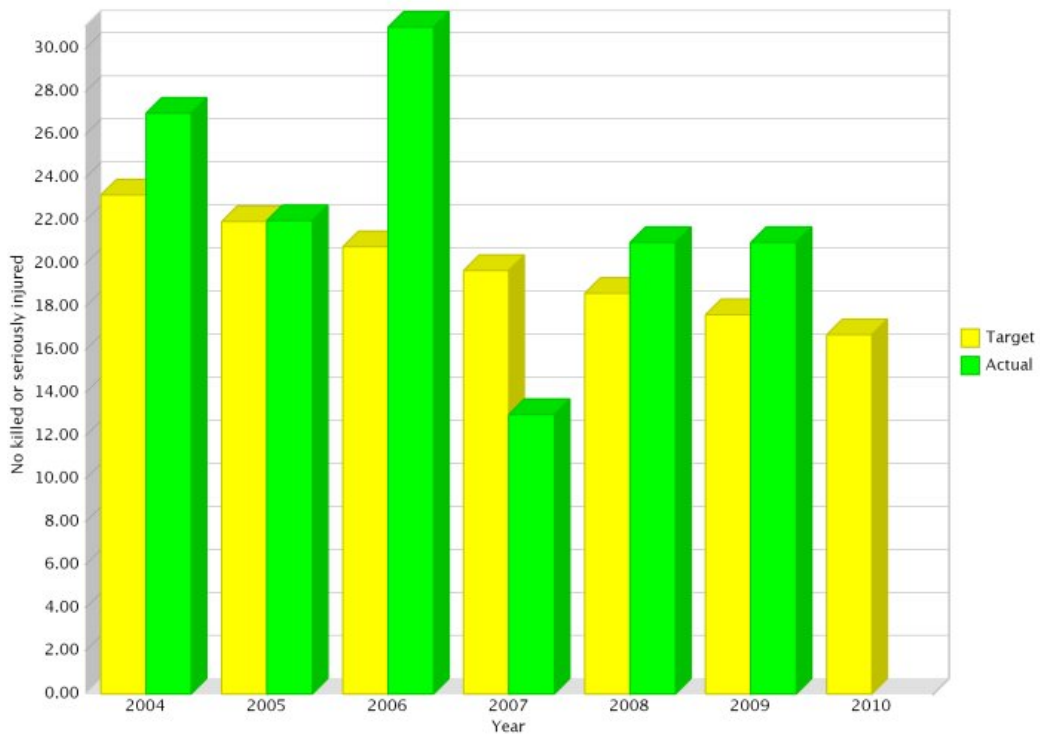
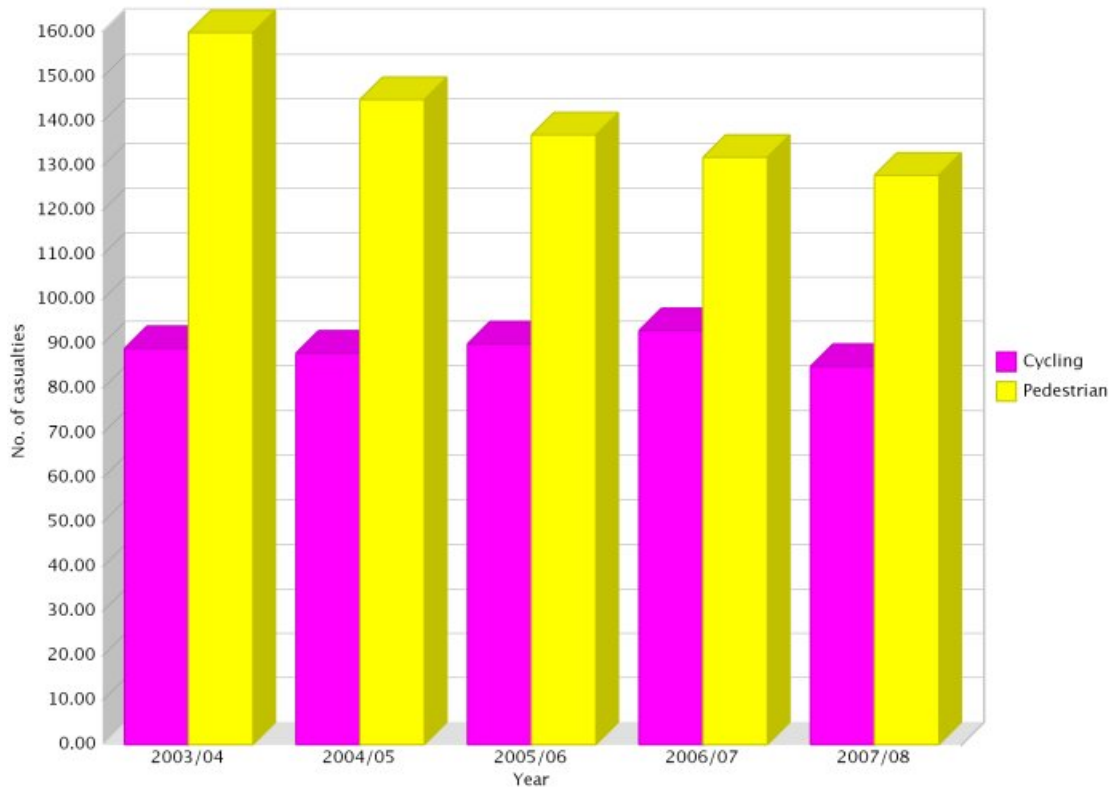


Figure AB.11 Total child KSI casualties



The figures for pedestrian casualties show a positive downward trend as per Figure AB.12, the figures for cyclist casualties also show a general downward trend, although this hasn't not been as consistent as the pedestrian casualties.

Figure AB.12 Cycling and pedestrian casualties



Noise

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.

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 as traffic.

Tranquillity



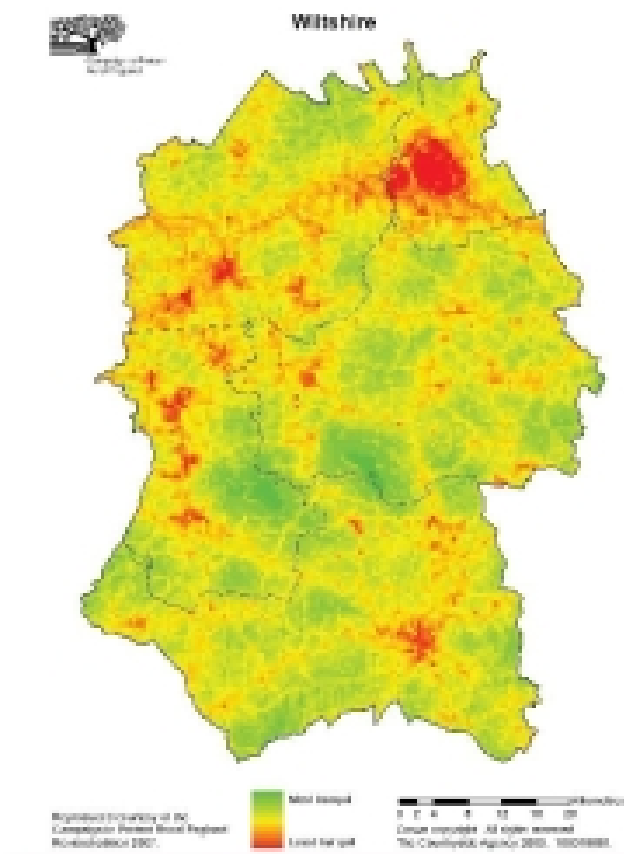
Tranquillity is important for everyone and over the years it has become harder to experience. It is threatened by the steadily increasing urban areas and the development of the road network and growth in road and air traffic. Tranquillity has many benefits, rural areas rely on tranquil areas to attract visitors, eg 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.

The Campaign to Protect Rural England (CPRE) has produced tranquillity maps for each county in England as shown in Figure AB.13. 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.

Figure AB.13 Tranquil areas in Wiltshire

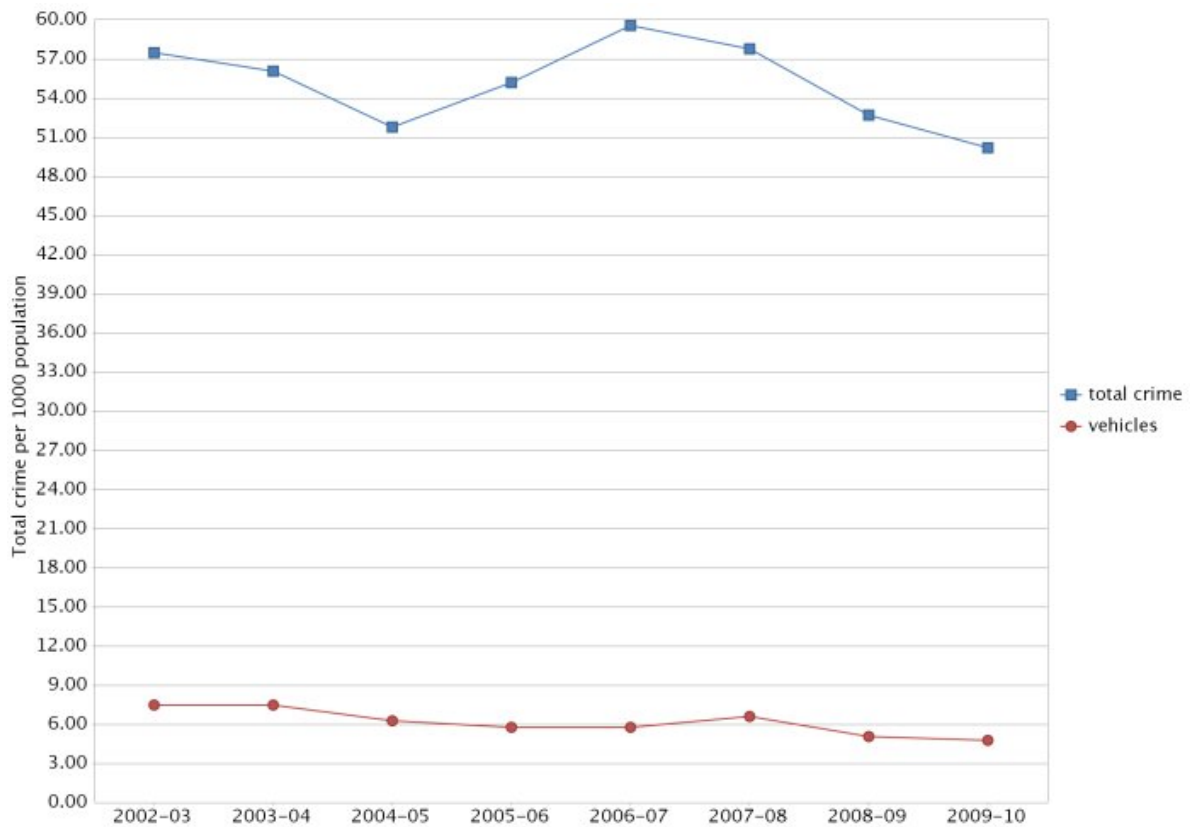


The average scores for all local authorities has been compiled from the map and ranged from +28.6 in Northumberland (the most tranquil) to -79.5 in Slough Unitary Authority. Wiltshire scored 3.04 and features 10th of 87 local authorities.

Crime

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 AB.14. 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 AB.14 Wiltshire's crime offences 2002/03-2009/10



Sustainability issues

- Wiltshire's population is relatively healthy compared with the national picture.
- 14.2 per cent of Wiltshire's adult population are physically active compared to the national average of 11.2 per cent and 59.5 per cent of children are active compared to 49.6 per cent 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 per cent of journeys to work are by bicycle in Wiltshire, however there is enormous potential to increase 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



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

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.

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

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.

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 AB.16. 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 AB.16 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

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 AB.17. Between 1981 and 2001 there was a 92 per cent increase in the number of cars in Wiltshire, and in 2001 just 16 per cent of households did not have access to a car.

Table AB.17 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

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 per cent increase from 1991, this equated to 24 per cent of the employed population where 62.5 per cent were males.

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 AB.18. The 2011 census will indicate whether this position has since changed.

Table AB.18 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%
Other	1%	1%

Mode	Wiltshire	England
Work from home	11%	9%

Rural communities

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.

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 per cent, and about 66 per cent of villages have lost their general food store and 50 per cent of post offices have closed.
- The number of settlements recording the presence of a large variety of community facilities has fallen since 2005.

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

- 8 per cent of rural households in Wiltshire live more than 6kms from a principle GP site and 4 per cent live more than 14kms from a hospital.
- 2 per cent of households in rural areas live more than 4km from a primary school, 31 per cent live more than 6kms from a secondary school and 56 per cent live more than 10kms from a principle job centre.
- 4 per cent of households are more than 4kms from a post office, 30 per cent are more than 4kms from a convenience store, 37 pr cent are more than 4kms from a supermarket and 30 per cent are 4kms from a free cash machine.

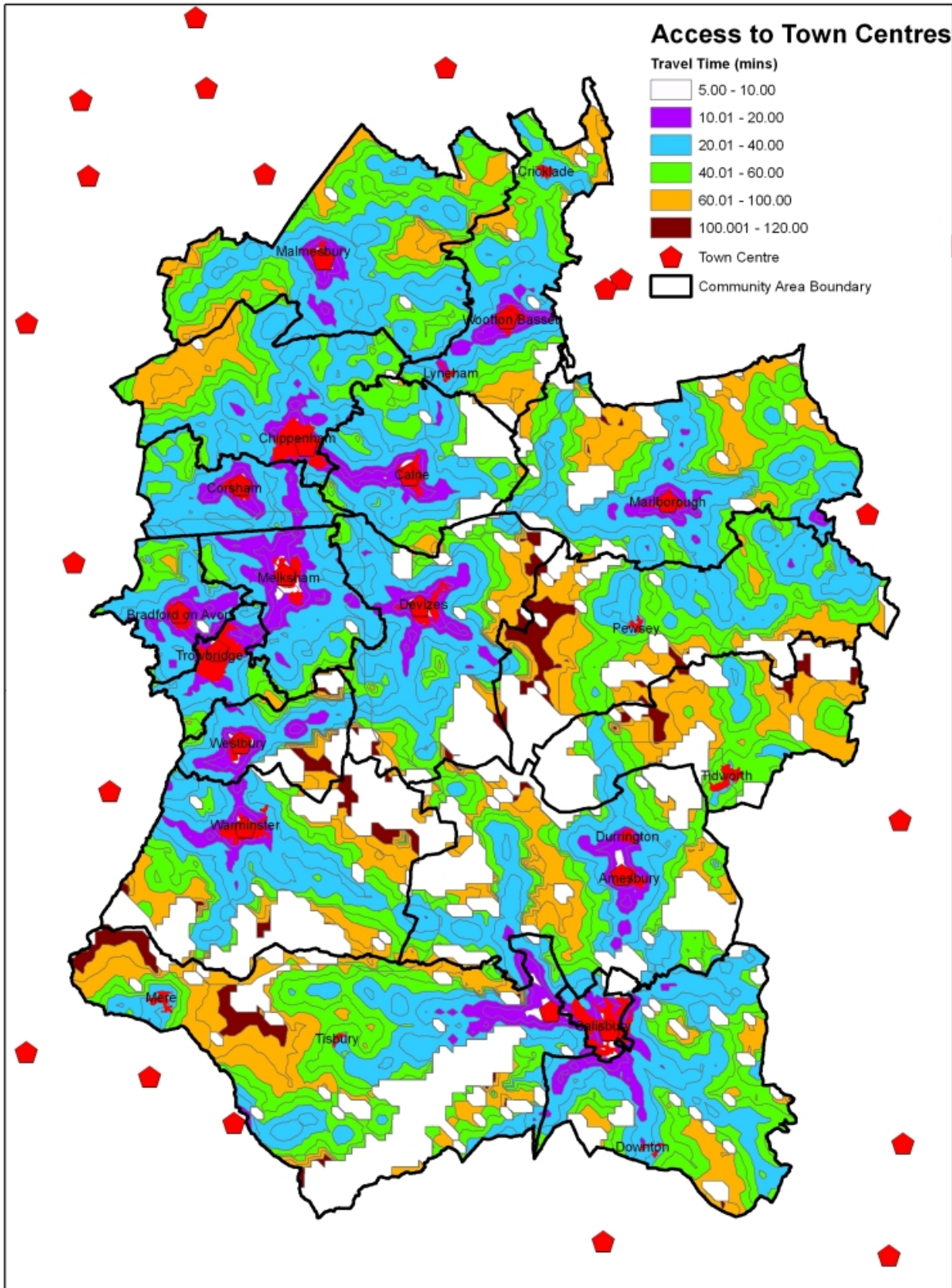
Table AB.19 below shows a range accessibility concerns between rural and urban Wiltshire, where 'Rate' refers to the proportion of the population and 'Share' refers to the proportion of the 41065 population in rural areas.

Table AB.19 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	16.0%

	Rural Wiltshire			Wiltshire	
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%

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. Figure AB. 13 below shows the access to the main centres in Wiltshire. The west and north of county generally have greater accessibility than the east and south, particularly the south-west corner where accessibility is poor.



Access to Town Centres across Wiltshire

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Community severance

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.

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.

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



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

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.

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.

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 Figure AB.14 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

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

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 per cent increase in the number of cars in Wiltshire, and in 2001 just 16 per cent of households did not have access to a car, see Figure AB.15.

Figure AB.14 Wiltshire's road network



Wiltshire's Road Network

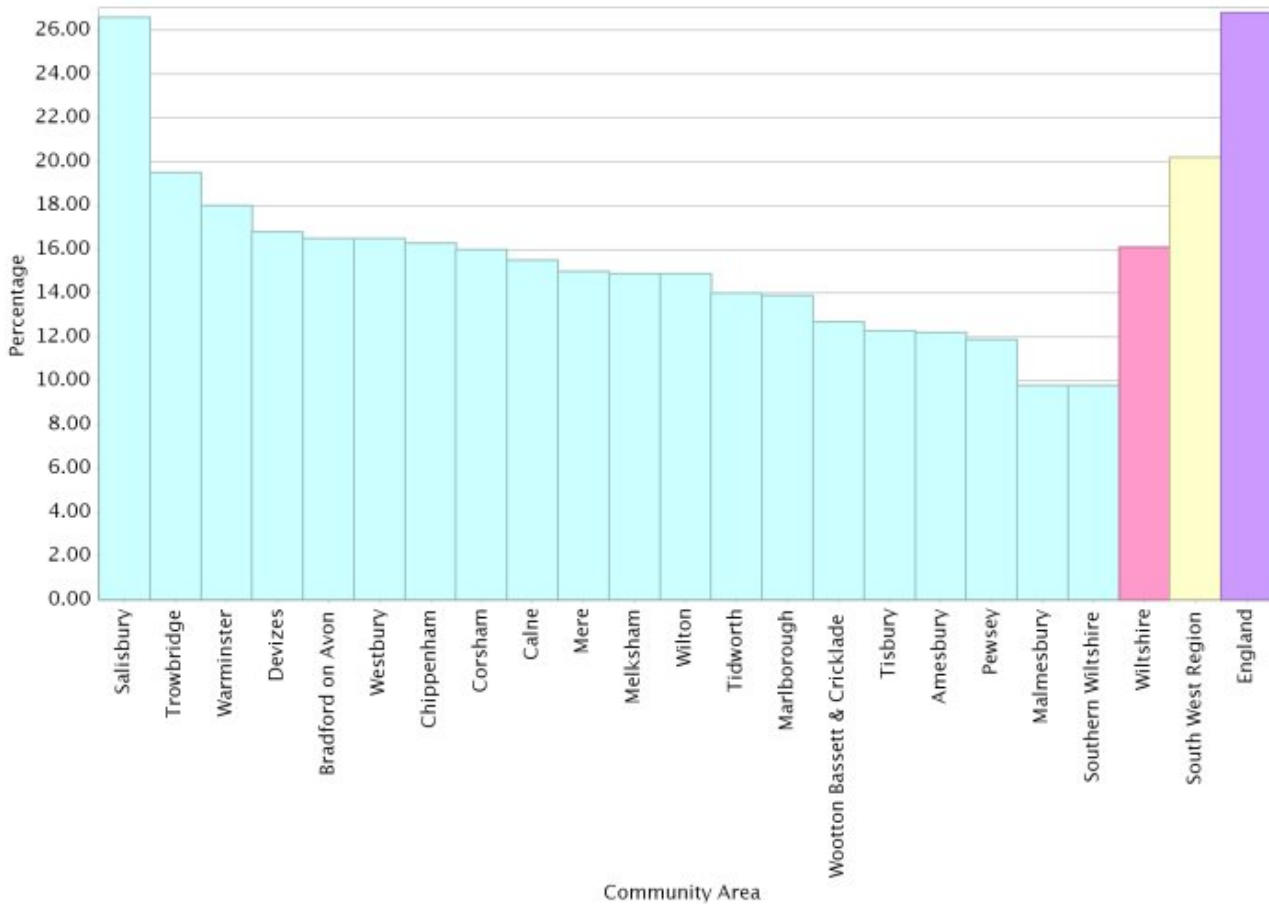
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Wiltshire Council
Where everybody matters

0 1 2 4 6 8 Miles



Figure AB.15 Percentage of households without access to a car or van in 2001



Walking

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.

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 somewhat off the trajectory target for 2007/2008.

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

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.

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.

Lyneham has the highest rate of cycling to work at 13 per cent. Other areas with high proportions of cycling to work (6-9 per cent) 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 per cent of people cycle to work in Trowbridge. There are also large areas of Chippenham and Salisbury where cycling is at similar levels.

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 per cent of people in Wiltshire live within cycling distance of work, yet only 3 per cent cycle. Only 10 per cent walk and 2 per cent take the bus to work so it is clear that there are a large proportion of journeys which could switch from car to cycle.

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 per cent of people in the UK own a bike yet only 15 per cent 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.

The council will continue through 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



Public transport in Wiltshire accounts for six per cent 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.

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

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.

The number of bus passenger journeys has risen by 23 per cent 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.

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.

See Table AB.20 for bus usage data in Wiltshire.

The proportion of bus routes operated by low floor vehicles has increased from 11 per cent in 2005/06 to 21 per cent 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 per cent compared to 41 per cent in 2005.

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 AB.20 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

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.

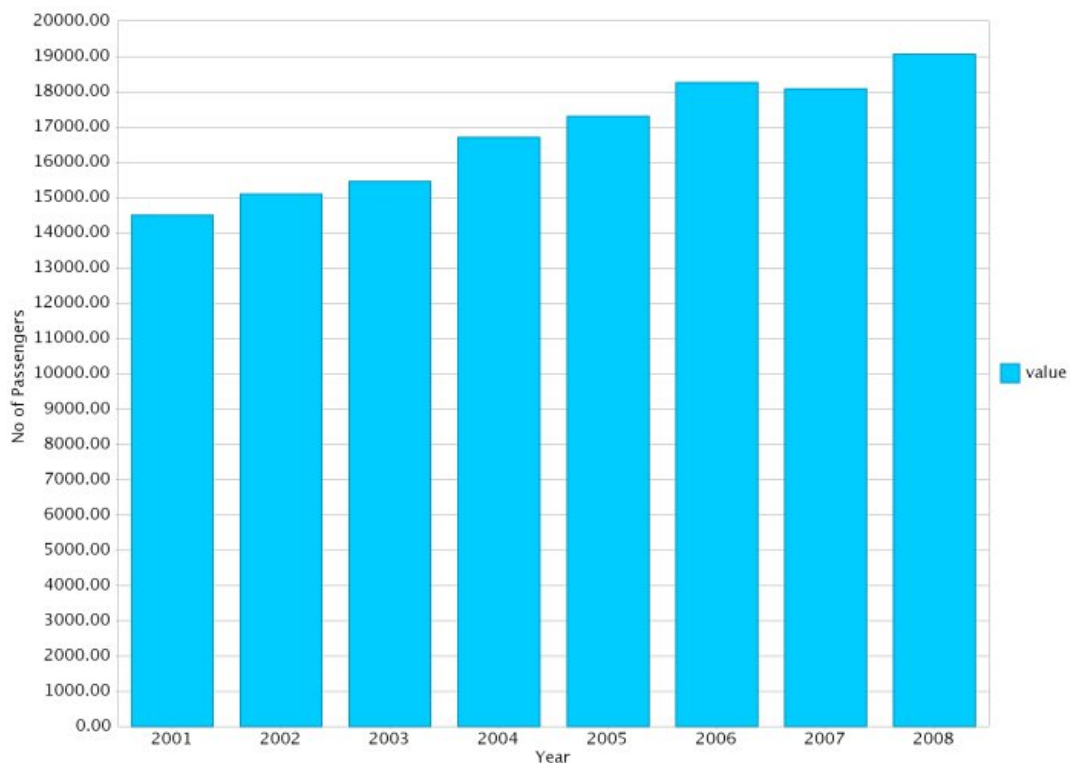
Community transport

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 per cent as a result of new and expanded scheme

Passenger rail

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 per cent since 2003, despite a slight decrease in 2007, as shown in Figure AB.16. This was due to timetable changes following the award of the new Great Western Franchise.

Figure AB.16 Rail growth - passenger counts



Information and marketing

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

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

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.

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



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 per cent 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.

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.

A study by the former Wiltshire County Council, found that 86 per cent 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.

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 CO₂ per tonne-km than road transport, which means that switching to rail freight gives a 70 per cent reduction in CO₂ emissions compared to the equivalent road journey.

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 per cent increase in the number of cars in Wiltshire.
- Wiltshire has large rural areas where cycling may be less practical, however 49 per cent 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



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 and 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

The employment rate in Wiltshire during the period January 2006 to December 2007 was 79.2 per cent, above both the regional and national averages (78.2 per cent and 74.4 per cent 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 per cent of working population is currently in employment respectively.

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

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 per cent 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 per cent 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 per cent travel out the authority area. However this data is from the 2001 census and therefore may not be a current reflection.

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



Tourism accounts for 10 per cent 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.

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.

Table AB.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 AB.21 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.

Appendix C Assessment of options

Freight

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Promoting shared deliveries may lead to a limited reduction in HGV trips with the resulting positive impact on biodiversity through reduced air pollution and less damage to verges.				X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not significantly compromise soil, land and water quality and will not significantly cause soil erosion or contamination.	o	X			

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...	Working with HGV operators and businesses to utilise existing facilities and/or share new facilities would reduce the need for land.	+			X	
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...	Opportunities to operate shared deliveries, and hence reduce the number/size of HGVs, are most likely to occur in the market towns – AQMAs are currently designated in Bradford on Avon, Salisbury and Westbury.	+			X	
Cause any changes in traffic that affect an Air Quality Management Area?						

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.						
Will the plan...						
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? This is linked to LAA indicator NI 185: CO ₂ from Local Authority operations; NI 186: per capita CO ₂ emissions in the Local Authority area.	The potential to reduce HGV trips through shared deliveries would have a limited positive impact on CO ₂ emissions.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	This option will cause no significant effect.	o		X		

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...	This option will not significantly cause direct impacts to areas valued for their historical and cultural value.	o	X			
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.						
Will the plan...	The potential small reduction in HGV trips as a result of shared deliveries should have a limited positive impact on streetscapes particularly in Wiltshire's larger historic market towns.	+		X		
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						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...	This option will not significantly cause any changes to traffic flows in areas valued for their landscape character.	o	X			
Cause changes in traffic flows and the nature of traffic in areas valued for						

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
their landscape character and tranquility?						
Help reduce the impact of transport and improve the quality of urban and rural centres.	The potential small reduction in HGV trips as a result of shared deliveries should have a limited positive impact on streetscapes particularly in Wiltshire's historic market towns.	+				
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres? 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?				X		
Population						
Provide everyone with the opportunity to access key services.	This option does significantly improve access to key services.	o				
Will the plan...				X		
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.						

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	The potential small reduction of HGV trips as a result of shared deliveries may reduce any intimidation felt by pedestrians and cyclists, and as a result lead to increased numbers using these modes.	+				
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.					X	
Reduce the noise impact of the transport system.	The potential small reduction in HGV trips would generally result in lower noise levels. Noise levels could be higher however in and around those as yet unidentified facility locations where loads are transferred.	+				
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	This option will not significantly reduce the adverse effects of transport on safety.	o	X			

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>						
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>This option does not significantly increase accessibility to key services without the need for a car.</p>	○	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>						
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>This option does not significantly increase accessibility to employment without the need for a car.</p> <p>The potential small reduction in HGV trips would reduce any community severance and intimidation felt by pedestrians and cyclists. However, the incidence of fewer, slower moving HGVs on the network may lead to increases in speeding.</p>	○	X			X

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	This option does not significantly reduce the need to travel or promote sustainable travel modes.	o	X			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	This option will not significantly assist in the efficient management of the transport network.	o	X			
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	The potential small reduction of HGV trips would have a positive limited impact on congestion and delays particularly in the market towns. However, the need to double handle goods would probably increase journey times overall for participating operators and businesses.	+/-			X	

FREIGHT - BREAK BULK - CONVENTIONAL Work with operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries (where possible).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>The potential small reduction of HGV trips would have limited positive benefits for communities in terms of severance, noise, vibration, air pollution, etc.</p>	+			X	
Summary:						
Very limited potential to enhance the quality of the surrounding local environment, but some slight improvements to air quality and emission outputs partly as a result of less congestion in built up areas and partly because of smaller engines.						

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Shared deliveries are likely to lead to a reduction in HGVs with a positive impact on biodiversity through reductions in air pollution and less damage to road verges.	+				Should include tree planting for visual screening and to reduce noise impacts of site. Habitat recreation and continuity through planting and management of land and natural resources.
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?	Location uncertainties but would probably occur in a suitable and appropriate area, consequently minimal reduction in quality of soil and water resources, overall no significant effect.	o				Should include suitable drainage system, tree planting to encourage stable soil structure and a site management plan.

FREIGHT - BREAK BULK - BALANCED Break bulk facility (urban consolidation centre) at one SSCT						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	It is unlikely this option will require Greenfield sites or agricultural land because an existing site will probably be utilised.	o	X			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Positive effect as it will reduce the number of larger vehicles from entering town and cities centres. Could improve air quality in AQMA. Data gap – different levels of pollution for different size vehicles.	+				
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						X
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.	<p>Positive effect as it will reduce the number of larger vehicles from entering town and cities centres and therefore a reduction in CO₂ emissions. Possible increased congestion around site and increased distances for vehicles.</p> <p>Data gap – different levels of emissions for different size vehicles.</p>	+			X	
<p>Will the plan...</p> <p>Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO₂ which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO₂ from Local Authority operations; NI 186: per capita CO₂ emissions in the Local Authority area.</p>						
Ensure that the transport system can cope with the unavoidable effects of climate change.	<p>Location dependent but careful site selection could mean that in the event of flooding the operation of the site could continue, ensuring the transfer of goods around the county.</p>	+			X	<p>The design of the site must include flood risk prevention and careful consideration of the site to avoid flooding.</p>
<p>Will the plan...</p> <p>Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.</p>						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	<p>Should reduce the size of vehicles entering certain areas, particularly urban, therefore creating less congestion, noise and severance. Potential negative impact on local residents and surrounding area.</p>	+/-			X	<p>Careful site consideration.</p>
<p>Will the plan...</p> <p>Cause direct impacts on sites or monuments through the provision of</p>						

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
new transport infrastructure?cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Should reduce the size of vehicles entering certain areas, particularly urban, therefore creating less congestion, noise and severance. Potential negative impact on local residents and surrounding area.	+/-			X	
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	A mainly urban centered option and therefore unlikely to cause a significant change to traffic flows in areas valued for landscape character.	o			X	
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						
Help reduce the impact of transport and improve the quality of urban and rural centres.	Should reduce the size of vehicles entering certain areas, particularly urban, therefore creating less congestion, noise and severance. Potential negative impact on local residents and surrounding area.	+/-				
Will the plan...						X
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?						
Cause changes that reduce the impact of transport on the townscape, which						

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
many include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns?						
Population						
Provide everyone with the opportunity to access key services.						
Will the plan...						
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.	Reductions in HGV traffic has the potential to encourage walking and cycling, enhancing access opportunities. However more vehicles on the network are likely to increase other road users perception that their safety is compromised which may deter cycling and walking.	+/-			X	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Reductions in HGV traffic has the potential to encourage walking and cycling, and thus reducing the need to travel by car. However more vehicles on the network are likely to increase other road users perception that their safety is compromised which may deter cycling and walking.	+/-			X	
Reduce the noise impact of the transport system.						
Will the plan...						
There is some potential for increases to noise levels in and around the site, but should reduce overall noise levels on road network. Some	There is some potential for increases to noise levels in and around the site, but should reduce overall noise levels on road network. Some	+/-			X	

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?	uncertainty surrounding impact on habitats and species due to unknown location at this stage.					
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?						
Reduce the adverse effects of transport on safety.						
Will the plan...						
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.	Fewer larger vehicles on the road network, however more smaller vehicles could be perceived as a greater safety risk.	-			X	
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car						
Will the plan...						
Provide opportunities to travel without the need for a car?	Reductions in HGV traffic has the potential to encourage walking and cycling, and thus reducing the need to travel by car. However, more vehicles on the network are likely to increase other road users perception that their safety is compromised which may deter cycling and walking.	+/-			X	
Ensure that where employment opportunities are to be found there						
	Reductions in HGV traffic has the potential to encourage walking and cycling, and thus reducing the need to travel by car. However more vehicles	+/-			X	

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>on the network are likely to increase other road users perception that their safety is compromised which may deter cycling and walking.</p>					
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>Reductions in HGV traffic has the potential to reduce community severance through the encouragement of modal shift and less vehicle intimidation.</p>	+/-			X	
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Potential to increase levels of cycling and walking as a result of reduced congestion, severance and noise intrusion. However more vehicles on the network are likely to increase other road users perception that their safety is compromised which may deter cycling and walking .</p>	+/-			X	
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p>	<p>A reduction in HGVs should reduce congestion and improve general traffic flow which help to improve journey times across the road network.</p>	+		X		

FREIGHT - BREAK BULK - BALANCED
Break bulk facility (urban consolidation centre) at one SSCT

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Less HGV traffic will reduce congestion and improve traffic flow, enabling journey time reliability ad congestion targets to be met. Some potential to improve the livability and vitality of town centres, therefore increasing the potential for greater spending.	+				
Will the plan...						
Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?					X	
Include areas where tourism has a foothold?						
Reduce the impact of road freight on communities.	Less HGV traffic will significantly reduce the negative impact road freight can have on communities.	++				
Will the plan...						
Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?					X	
Summary:						
Should reduce the impact of freight on local areas and help to enhance the quality of the local environment particularly when used in conjunction with other measures which encourage modal shift.						

FREIGHT - INFORMATION - BALANCED

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Some limited benefit to biodiversity near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic will be more susceptible to wildlife disturbance.	+/-			X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Some limited benefit to soil and water quality near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic have greater potential for water-run and will require more road maintenance.	+/-			X	
Will the plan...						

FREIGHT - INFORMATION - BALANCED						
Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	This option does not require the use of Greenfield sites or agricultural land, therefore no significant effects.	o	X			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...	Planned journeys using toolkit could reduce journey distance, and therefore a reduction in air and environmental pollution associated with freight traffic. However those routes with more traffic will probably have an increase in pollution with non-enforcement limiting effectiveness.	+/-				X
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

FREIGHT - INFORMATION - BALANCED

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.						
Will the plan...						
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? This is linked to LAA indicator NI 185: CO ₂ from Local Authority operations; NI 186: per capita CO ₂ emissions in the Local Authority area.	Planned journeys using toolkit could reduce journey distance, and therefore a reduction in CO ₂ emissions associated with freight traffic. However those routes with more traffic will probably have an increase in emissions with non-enforcement limiting effectiveness.	+/-			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Should direct traffic away from roads at most risk from flooding.	+			X	

FREIGHT - INFORMATION - BALANCED						
Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting effectiveness.	+/-				
Will the plan...						X
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting effectiveness.	+/-				
Will the plan...						X
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						
Protect and enhance the quality of Wiltshire's landscapes.	Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting effectiveness.	+/-				
Will the plan...						X
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

FREIGHT - INFORMATION - BALANCED

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting effectiveness.</p>	+/-			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness. Also possible technology barriers for people, including freight drivers/operators and residents.</p>	+/-			X	

FREIGHT - INFORMATION - BALANCED

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, however adverse impact to on-route areas with non-enforcement reducing effectiveness.	+/-				
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						X
Reduce the noise impact of the transport system.	Some benefit for areas not within a promoted freight routes with reductions to noise levels, however adverse impact to on-route areas with non-enforcement reducing effectiveness.	+/-				
Will the plan...						
Reduce the amount of traffic in tranquil areas? Affect sensitive receptors within 200m of a noise change? Affect areas adjacent to habitats where sensitive species breed? 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?						X

FREIGHT - INFORMATION - BALANCED

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Some benefits for communities in areas not promoted as a freight routes with the reduction of freight reducing the risk of accidents, however further adverse impacts felt in areas that contains promoted freight routes with non-enforcement limiting the effectiveness of the scheme.</p>	+/-			X	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>	+/-			X	
<p>Ensure that where employment opportunities are to be found there doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>	+/-			X	
<p>Reduce the community severance effects of transport.</p>	<p>Some benefits for communities in areas not promoted as freight routes, less freight traffic</p>	+/-			X	

FREIGHT - INFORMATION - BALANCED						
Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>should reduce community severance, however non-enforcement will reduce the impact of the measure. Those areas within freight routes may see an increase in severance as traffic increases.</p>					
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>	+			X	
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>Planned journeys using toolkit could reduce journey distance and improve efficiency with congestion and maintenance hot spots being highlighted.</p>	+			X	

FREIGHT - INFORMATION - BALANCED

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, strategic and local online mapping, consultation and reporting capabilities. This will be complimented by more traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	<p>Increased routing, delivery and parking and general information for operators and planners. Journeys times should decrease and journey time reliability should be improved overall.</p>	+			X	
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Some communities and areas will benefit from a reduction in freight traffic with informed choices regarding routing and parking reducing non-prescribed parking in such communities. However as it non-enforceable its effectiveness is likely to be reduced. Other areas within promoted freight routes will see an increase in impacts.</p>	+/-		X		
Summary:						
This option is principally aimed at directing HGVs onto the advisory freight network; however, settlements that are on this network will suffer a series of negative impacts.						

FREIGHT - INFORMATION - RADICAL Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.							
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations	
			High	Med	Low		
Biodiversity							
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.	Some limited benefit to biodiversity near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic will be more susceptible to wildlife disturbance.	+/-					
Will the plan...							
Include actions that cause changes in habitat fragmentation or habitat loss?							
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?						X	
Include actions that help reach targets or compromise targets of the local BAPs?							
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?							
Land, soil and water resources							
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of	Some limited benefit to soil and water quality near to roads as freight traffic directed to main routes across the county, however those routes that receive more	+/-				X	

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>transport system on water resources.</p> <p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>	<p>freight traffic have greater potential for water-run and will require more road maintenance.</p>					
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>This option does not require the use of Greenfield sites or agricultural land, therefore no significant effects.</p>	o		X		
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p>	<p>Planned journeys using toolkit could reduce journey distance, and therefore a reduction in air and environmental pollution associated with freight traffic.</p>	+/-			X	

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p> <p>Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?</p>	<p>However, those routes with more traffic will probably have an increase in pollution with non-enforcement limiting effectiveness.</p>					
<p>Climatic factors</p>						
<p>Reduce the contribution of the transport system to CO₂ emissions.</p> <p>Will the plan...</p> <p>Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO₂ which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO₂ from Local Authority operations; NI 186: per capita CO₂ emissions in the Local Authority area.</p>	<p>Planned journeys using toolkit could reduce journey distance, and therefore a reduction in CO₂ emissions associated with freight traffic. However those routes with more traffic will probably have an increase in emissions with non-enforcement limiting effectiveness.</p>	<p>+/-</p>			<p>X</p>	

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Ensure that the transport system can cope with the unavoidable effects of climate change.</p> <p>Will the plan...</p> <p>Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.</p>	<p>Should direct traffic away from roads most at risk from flooding.</p>	+			X	
Historic Environment						
<p>Conserve and enhance features and areas of historical and cultural value.</p> <p>Will the plan...</p> <p>Cause direct impacts on sites or monuments through the provision of new transport infrastructure?</p> <p>Conserve and enhance archaeological sites and features.</p> <p>Will the plan...</p> <p>Cause a change in traffic flows or the nature of traffic that affects townscape,</p>	<p>Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting its effectiveness.</p> <p>Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting its effectiveness.</p>	+/-			X	
		+/-			X	

FREIGHT - INFORMATION - RADICAL Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
sites and monuments valued for cultural and historic heritage?						
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting effectiveness.	+/-			X	
Help reduce the impact of transport and improve the quality of urban and rural centres.						
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?	Some benefit for areas not within a promoted freight route, however some potential adverse impact to on-route areas with non-enforcement limiting its effectiveness.	+/-			X	
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?						

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Population						
Provide everyone with the opportunity to access key services.	Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness. Also possible technology barriers for people, including freight drivers/operators and residents.	+/-				
Will the plan...					X	
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.						
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, however adverse impact to on-route areas with non-enforcement reducing effectiveness.	+/-				
Will the plan...					X	
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Some benefit for areas not within a promoted freight routes with reductions to noise levels, however	+/-				X

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>					
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Some benefits for communities in areas not promoted as a freight routes with the reduction of freight reducing the risk of accidents, however further adverse impacts felt in areas that contains promoted freight routes with non-enforcement limiting the effectiveness of the scheme.</p>	<p>+/-</p>		<p>X</p>		
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and</p>	<p>+/-</p>			<p>X</p>	

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>					
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>	+/-		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>Some benefits for communities in areas not promoted as freight routes, less freight traffic should reduce community severance, however non-enforcement will reduce the impact of the measure. Those areas within freight routes may see an increase in severance as traffic increases.</p>	+/-		X		
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p>	<p>Some benefit for areas not within a promoted freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and</p>	+/-			X	

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>journey times, however adverse impact to on-route areas with non-enforcement reducing effectiveness.</p>					
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>Planned journeys using toolkit could reduce journey distance and improve efficiency with congestion and maintenance hot spots being highlighted.</p>	+			X	
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	<p>Increased routing, delivery and parking and general information for operators and planners. Journeys times should decrease and journey time reliability should be improved overall.</p>	+			X	

FREIGHT - INFORMATION - RADICAL

Dissemination of Wiltshire specific freight information to industry, the public and relevant stakeholders. Package of measures including dedicated external freight website (independent of WC website) frequently updated content, local online mapping, consultation and reporting capabilities - the website would provide detail mapping at; regional, strategic, county, local, major industrial and individual company levels. Interim solution to the national 'sat nav' issue by providing downloadable 'POI' data on the site. More traditional information methods such as information boards at specific sites and continuation of production of paper mapping.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Some communities and areas will benefit from a reduction in freight traffic with informed choices regarding routing and parking reducing non-prescribed parking in such communities. However, as it non-enforceable its effectiveness is likely to be reduced. Other areas within promoted freight routes will see an increase in impacts.</p>	+/-		X		

Summary:

This option is principally aimed at directing HGV's onto the advisory freight network, settlements that are on this network will suffer a series of negative impacts.

FREIGHT - MANAGEMENT - BALANCED Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Some limited benefit to biodiversity near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic will be more susceptible to wildlife disturbance.	+/-		X		
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Some limited benefit to soil and water quality near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic have greater potential for water-run and will require more road maintenance.	+/-		X		
Will the plan...						

FREIGHT - MANAGEMENT - BALANCED

Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>This option does not require the development of Greenfield sites or agricultural land, therefore no significant effects.</p>	o	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p>	<p>Potential for this measure to used in conjunction with AQMA plans, and therefore likely some areas will benefit from a reduction in air and environmental pollution. However there could and will be some increases to journey lengths increasing pollution levels as well as the transfer of pollution to other areas and on-route communities.</p>	+/-				X

FREIGHT - MANAGEMENT - BALANCED Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Some areas will benefit from a reduction in CO2 emissions through re-routing. However there could and will be some increases to journey lengths increasing emission levels as well as the transfer of emissions to other areas and on-route communities.	+/-			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Has the potential to direct traffic away from roads at most risk from flooding and other effects of climate change, however no guarantee that alternative routes will be maintained in same way.	+/-			X	

FREIGHT - MANAGEMENT - BALANCED

Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.	+/-				
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?					X	
Conserve and enhance archaeological sites and features.	Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.	+/-				
Will the plan... Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?					X	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.	Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.	+/-				
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?					X	

FREIGHT - MANAGEMENT - BALANCED Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.</p>	+/-			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Some benefit for areas not within designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas and communities.</p>	+/-			X	

FREIGHT - MANAGEMENT - BALANCED

Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
<p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p> <p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p>	<p>Some benefit for areas not within designated freight routes with improvements to conditions for walking and cycling, however adverse impact to on-route areas and communities.</p>	+/-			X	
<p>Reduce the noise impact of the transport system.</p> <p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>Some benefit for areas not within a promoted freight routes with reductions to noise levels, however adverse impact to on-route areas.</p>	+/-			X	
<p>Reduce the adverse effects of transport on safety.</p>	<p>Some benefits for communities and areas not designated as freight routes with the reduction of</p>	+/-			X	

FREIGHT - MANAGEMENT - BALANCED Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	freight reducing the risk of accidents, however further adverse impacts felt in areas where freight routes have been designated.					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Some benefit for areas not within a designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to areas within designated routes.	+/-			X	
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Some benefit for areas not within a designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to areas within designated routes.	+/-			X	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Some benefits for communities in areas not promoted as freight routes, less freight traffic should reduce community severance. Those areas within freight routes may see an increase in severance as traffic increases.	+/-			X	

FREIGHT - MANAGEMENT - BALANCED Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Some benefit for areas not within a designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to areas within designated routes.	+/-				
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?					X	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Very limited increase to HGV journey lengths, however probable on-route measures available to mitigate against this.	o				
Will the plan... Help to manage routes effectively in order to maintain journey times?					X	
Invest in transport improvements that help the economy of Wiltshire.	Possible increases to journey length, however alternative routes could suffer with less congestion and better traffic flows.	+/-				
Will the plan...					X	

FREIGHT - MANAGEMENT - BALANCED Freight management in connection to output from Freight Assessment Priority Mechanism (FAPM)						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Some communities and areas will benefit from a reduction in freight traffic, however other areas within designated freight routes will see an increase in adverse impacts, such noise, severance, visual intrusion.</p>	+/-		X		
Summary:						
<p>This option is based on assessment of need, and therefore its impacts will only reach certain areas and communities. These areas should see a reduction in the adverse impacts caused by freight such severance, visual and noise intrusion. A reduction of these negative impacts may encourage modal shift to walking and cycling, thereby reducing harmful pollutants and emissions which will benefit biodiversity.</p>						

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates							
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations	
			High	Med	Low		
Biodiversity							
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.	Some limited benefit to biodiversity near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic will be more susceptible to wildlife disturbance.	+/-				Species count and diversity monitoring on all routes where biodiversity is an important element of the area	
Will the plan...							
Include actions that cause changes in habitat fragmentation or habitat loss?							
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?							
Include actions that help reach targets or compromise targets of the local BAPs?							
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?							
Land, soil and water resources							
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Some limited benefit to soil and water quality near to roads as freight traffic directed to main routes across the county, however those routes that receive more freight traffic have greater potential for water-run and will require more road maintenance.	+/-				X	
Will the plan...							

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	This option does not require the development of Greenfield sites or agricultural land, therefore no significant effects.	o	X			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Potential for this measure to used in conjunction with AQMA's and therefore likely some areas will benefit from a reduction in air and environmental pollution. However there could and will be some increases to journey lengths increasing pollution levels as well as the transfer of pollution to other areas and on-route communities.	+/-				Manage impact of freight on affected communities.
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?					X	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Some areas will benefit from a reduction in CO2 emissions through re-routing. However there could and will be some increases to journey lengths increasing emission levels as well as the transfer of emissions to other areas and on-route communities.	+/-			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Has the potential to direct traffic away from roads at most risk from flooding and other effects of climate change, however no guarantee that alternative routes will be maintained in same way.	+/-			X	

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.	+/-				
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?					X	
Conserve and enhance archaeological sites and features.	Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.	+/-				
Will the plan... Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?					X	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.	Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.	+/-				
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?					X	

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Some benefit for areas not within designated freight routes, however some potential adverse impact to on-route areas/communities.</p>	<p>+/-</p>			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Some benefit for areas not within designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to on-route areas and communities.</p>	<p>+/-</p>			X	

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Some benefit for areas not within designated freight routes with improvements to conditions for walking and cycling, however adverse impact to on-route areas and communities.	+/-				
Will the plan...						X
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Some benefit for areas not within a promoted freight routes with reductions to noise levels, however adverse impact to on-route areas.	+/-				
Will the plan...						X
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	Safer for HGV's to travel on most appropriate routes. Some benefits for communities and areas not	+/-				X

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	designated as freight routes with the reduction of freight reducing the risk of accidents, however further adverse impacts felt in areas where freight routes have been designated.					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Some benefit for areas not within a designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to areas within designated routes.	+/-			X	
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Some benefit for areas not within a designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to areas within designated routes.	+/-			X	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Some benefits for communities in areas not promoted as freight routes, less freight traffic should reduce community severance. Those areas within freight routes may see an increase in severance as traffic increases.	+/-			X	

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Some benefit for areas not within a designated freight routes with improvements to conditions for walking and cycling, and improvements to bus punctuality and journey times, however adverse impact to areas within designated routes.	+/-				
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						X
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Very limited increase to HGV journey lengths, however probable on-route measures available to mitigate against this.	o				
Will the plan... Help to manage routes effectively in order to maintain journey times?					X	
Invest in transport improvements that help the economy of Wiltshire.	Possible increases to journey length, however alternative routes could suffer with less congestion and better traffic flows through appropriate measures to improve journey time reliability and therefore offer a more efficient route.	+/-				
Will the plan...						X

FREIGHT - NETWORK - BALANCED Advisory freight network based on national, regional and county routes with local routes to centres, businesses/industrial estates						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Some communities and areas will benefit from a reduction in freight traffic, however other areas within designated freight routes will see an increase in adverse impacts, such noise, severance, visual intrusion.</p>	<p>+/-</p>		X		
Summary:						
Primarily aimed at redirecting freight to more suitable roads. Those settlements located along these roads will bear the brunt of negative impacts, such as increases to harmful pollutants and emissions as well as congestion. Some settlements and communities will see a reduction in freight which should encourage more active modes of travel.						

FREIGHT - PARKING - CONVENTIONAL						
Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Some limited benefit to biodiversity through a reduction to non-prescribed parking which should reduce wildlife disturbance, however those areas where parking officially occurs may be more susceptible to wildlife disturbance.	+/-			X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not significantly cause soil or water contamination or the irreversible loss of these resources.	o			X	
Will the plan...						

FREIGHT - PARKING - CONVENTIONAL Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance? Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure. Will the plan... Reduce the need to develop high quality agricultural land and Greenfield sites?	This option does not require the development of Greenfield sites or agricultural land, therefore no significant effects.	o	X			
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality. Will the plan... Cause any changes in traffic that affect an Air Quality Management Area? Affect areas which are likely to experience a 10% change in traffic flow/nature?	Limited impact. Some reduction in mileage and consequent pollution due to less searching for a suitable stop. However could also induce extra mileage as parking further away.	+/-			X	

FREIGHT - PARKING - CONVENTIONAL Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Limited impact. Less mileage searching for parking will mean less emissions, however it could also result in added mileage driving to specified parking.	+/-			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Location uncertainty - but prescribed parking to avoid flood prone areas	+			X	

FREIGHT - PARKING - CONVENTIONAL Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value. Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	Will help to prevent non-prescribed parking in historical areas which will reduce visual intrusion and enhance the quality of historical environments.	+			X	
Conserve and enhance archaeological sites and features. Will the plan... Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	Will help to prevent non-prescribed parking in or near to archaeological sites which will reduce visual intrusion and enhance the quality of the local environment.	+			X	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes. Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	Unlikely to cause any significant changes to traffic flow or the nature of traffic.	o	X			

FREIGHT - PARKING - CONVENTIONAL						
Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Unlikely to cause any significant changes to traffic flow, nature of traffic or congestion.</p>	o	X			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Some benefits as small reduction in visual intrusion and community severance and some safety benefits to other road users which may encourage more cycling and walking.</p>	+		X		

FREIGHT - PARKING - CONVENTIONAL Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport. Will the plan... Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Some benefits as small reduction in visual intrusion and community severance and some safety benefits to other road users which may encourage more cycling and walking.	+			X	
Reduce the noise impact of the transport system. Will the plan... Reduce the amount of traffic in tranquil areas? Affect sensitive receptors within 200m of a noise change? Affect areas adjacent to habitats where sensitive species breed? 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?	Some benefit for areas where there is a reduction in non-prescribed parking, however other areas will see an increase in noise levels where official parking is located.	+/-			X	

FREIGHT - PARKING - CONVENTIONAL						
Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>This option should reduce the number of accidents due to a reduction in non-prescribed parking and drivers getting a rest.</p>	+			X	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Some benefit as will increase the potential for more walking and cycling through a reduction in visual intrusion, community severance and increased safety benefits. Official parking areas could be busy and may therefore discourage walking and cycling in those areas.</p>	+/-			X	
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Some benefit as will increase the potential for more walking and cycling through a reduction in visual intrusion, community severance and increased safety benefits. Official parking areas could be busy and may therefore discourage walking and cycling in those areas.</p>	+/-			X	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>This option offers a reduction in community severance as a result of a reduction in non-prescribed parking facilities.</p>	+			X	

FREIGHT - PARKING - CONVENTIONAL						
Maintain minimum required standard of lorry parking facilities on a requirement basis.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Some benefit as will increase the potential for more walking and cycling through a reduction in visual intrusion, community severance and increased safety benefits. Official parking areas could be busy and may therefore discourage walking and cycling in those areas.	+				
Will the plan...						X
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Reduction in journey times through limiting search for suitable stop for mandatory break.	+				
Will the plan...						X
Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Less searching for parking will reduce mileage and journey time and reduce the potential for congestion. However for some freight operators it may mean an increase in mileage and journey time and increase the potential for congestion.	+/-				
Will the plan...						X

FREIGHT - PARKING - CONVENTIONAL					
Maintain minimum required standard of lorry parking facilities on a requirement basis.					
SEA objectives	Impact of option	Appraisal summary	Probability		Mitigations/recommendations
			High	Med	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>					
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Less searching for parking should reduce the impact of freight on communities, however except where prescribed parking exists.</p>	+/-	X		
Summary:					
<p>Non-prescribed parking should reduce the associated negative impacts, such as visual intrusion and severance. It should also increase road safety which may encourage walking and cycling reducing harmful effects of traffic on biodiversity.</p>					

FREIGHT - PARKING - BALANCED

Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?	Some limited benefit to biodiversity through a reduction to non-prescribed parking which should reduce wildlife disturbance, however those areas where parking officially occurs may be more susceptible to wildlife disturbance.	+/-			X	Species count and diversity monitoring in all areas where biodiversity is an important element of the area
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?						
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?	This option will not significantly cause soil or water contamination or the irreversible loss of these resources.			X		
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						

FREIGHT - PARKING - BALANCED Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>This option does not require the development of Greenfield sites or agricultural land, therefore no significant effects.</p>	o	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p> <p>Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?</p>	<p>Limited impact. Some reduction in mileage and consequent pollution due to less searching for a suitable stop. However could also induce extra mileage as parking further away.</p>	+/-			X	
Climatic factors						
<p>Reduce the contribution of the transport system to CO2 emissions.</p> <p>Will the plan...</p> <p>Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of</p>	<p>Limited impact. Less mileage searching for parking will mean less emissions, however it could also result in added mileage driving to specified parking.</p>	+/-			X	

FREIGHT - PARKING - BALANCED

Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.						
Ensure that the transport system can cope with the unavoidable effects of climate change.	Location uncertainty - but prescribed parking to avoid flood prone areas	+			X	
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Will help to prevent non-prescribed parking in historical areas which will reduce visual intrusion and enhance the quality of historical environments.	+			X	
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Will help to prevent non-prescribed parking in or near to archaeological sites which will reduce visual intrusion and enhance the quality of the local environment.	+			X	
Will the plan...						
Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?						

FREIGHT - PARKING - BALANCED						
Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...	Unlikely to cause any significant changes to traffic flow or the nature of traffic.	o	X			
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						
Help reduce the impact of transport and improve the quality of urban and rural centres.	Will help to prevent non-prescribed parking and reduce the impact of freight in town and city centres, helping to reduce visual intrusion.	+			X	
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?						
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						
Provide everyone with the opportunity to access key services.						
Will the plan...	Some benefits as small reduction in visual intrusion and community severance and some safety benefits to other road users which may encourage more cycling and walking.	+				X
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.						

FREIGHT - PARKING - BALANCED
 Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks

SEA objectives		Impact of option	Appraisal summary	Probability			Mitigations/recommendations
				High	Med	Low	
Healthy communities							
Reduce the need/desire to travel by car and encourage physical modes of transport.		Some benefits as small reduction in visual intrusion and community severance and some other road users which may encourage more cycling and walking.	+			X	
Will the plan...							
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.		Some benefit for areas where there is a reduction in non-prescribed parking, however residents local to lay-bys will probably experience an increase in noise levels.	+/-			X	
Reduce the noise impact of the transport system.							
Will the plan...		This option should reduce the number of accidents due to a reduction in non-prescribed parking and drivers getting a rest.	+				
Reduce the amount of traffic in tranquil areas?							
Affect sensitive receptors within 200m of a noise change?		This option should reduce the number of accidents due to a reduction in non-prescribed parking and drivers getting a rest.					
Affect areas adjacent to habitats where sensitive species breed?							
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?		This option should reduce the number of accidents due to a reduction in non-prescribed parking and drivers getting a rest.					
Reduce the adverse effects of transport on safety.							
Will the plan...		This option should reduce the number of accidents due to a reduction in non-prescribed parking and drivers getting a rest.					
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.							

FREIGHT - PARKING - BALANCED Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car Will the plan... Provide opportunities to travel without the need for a car?	Some benefit as will increase the potential for more walking and cycling through a reduction in visual intrusion, community severance and increased safety benefits. Official parking areas could be busy and may therefore discourage walking and cycling in those areas.	+/-			X	
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car. Will the plan... Lead to alternatives ways of travel to employment hubs?	Some benefit as will increase the potential for more walking and cycling through a reduction in visual intrusion, community severance and increased safety benefits. Official parking areas could be busy and may therefore discourage walking and cycling in those areas.	+/-			X	
Reduce the community severance effects of transport. Will the plan...	This option offers a reduction in community severance as a result of a reduction in	+			X	

FREIGHT - PARKING - BALANCED						
Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?	non-prescribed parking facilities.					
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Some benefit as will increase the potential for more walking and cycling through a reduction in visual intrusion, community severance and increased safety benefits. Official parking areas/lay-bys could be busy and may therefore discourage walking and cycling in those areas.					
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?		+			X	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Reduction in journey times through limiting search for suitable stop for mandatory break.	+				
Will the plan...						
Help to manage routes effectively in order to maintain journey times?					X	
Invest in transport improvements that help the economy of Wiltshire.	Less searching for parking will reduce mileage and journey time and reduce the potential for congestion. However	+/-				
Will the plan...						
					X	

FREIGHT - PARKING - BALANCED						
Maintain high standard of priority (lay-by) lorry parking facilities to compliment the recognised freight network. Lay-bys promoted for short stay mandatory breaks						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	<p>for some freight operators it may mean an increase in mileage and journey time and increase the potential for congestion.</p>					
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Less searching for parking should reduce the impact of freight on communities, however except where prescribed parking exists.</p>	+/-	X			
Summary:						
<p>Non-prescribed parking should reduce the associated negative impacts, such as visual intrusion and severance. It should also increase road safety which may encourage walking and cycling reducing harmful effects of traffic on biodiversity.</p>						

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Potential for some impact to biodiversity depending on exact location of the site, this might include habitat loss or fragmentation.	-		X		Wildlife/species counts prior to any new development
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will likely produce some pollutants and run-off which has the potential to spill onto land, soil and into water courses.	-		X		
Will the plan...						

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	Location uncertainty.	?	X			
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	Potential for a reduction in air and environmental pollution as reduced HGV freight movements. Location of interchange and associated freight movements may have some impact on Westbury's AQMA.	+/-			X	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Emission reduction is dependent on uptake of the scheme. Emissions will be reduced on most key long distance routes, however localised emissions are likely to increase due to access to site and movement of freight traffic.	+/-			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Some potential to reduce the impact from flooding.	+			X	

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	A very limited reduction in HGV traffic on road network will lead to some improvements, however an increase in HGV's around the interchange facility will have some detrimental effect to the surrounding area.	+/-				
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?					X	
Conserve and enhance archaeological sites and features.	A very limited reduction in HGV traffic on road network will lead to some improvements, however an increase in HGV's around the interchange facility will have some detrimental effect to the surrounding area.	+/-				
Will the plan... Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?					X	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.	Unlikely to have any significant effect to the protection and enhancement of Wiltshire's landscapes.	o				
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?					X	

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>A very limited reduction in HGV traffic on road network will lead to some improvements, however an increase in HGV's around the interchange facility will have some detrimental effect to the surrounding area.</p>	+/-			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>A reduction of HGV's should enhance safety to other road users and therefore encourage walking and cycling. Journey time reliability should improve and therefore provide more reliable bus services. Possible localised congestion and safety issues in area around interchange facility.</p>	+/-			X	

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	A reduction of HGV's should enhance safety to other road users and therefore encourage walking and cycling. Journey time reliability should improve and therefore provide more reliable bus services. Possible localised congestion and safety issues in area around interchange facility.	+/-				
Will the plan...						X
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	A reduction of HGV's should reduce noise levels through town centres and other areas, however there will be an increase in noise levels around the interchange facility.	+/-				
Will the plan...						X
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	A reduction in HGVs should enhance safety to other road users and therefore help to reduce KSI's on the	+/-				X

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>road network. Area around interchange site could potentially become more of a hazard to other road users.</p>					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>A reduction HGV's in town centres could provide an enhanced area for walking and cycling and therefore reduce dependency on the car. Possible localised congestion and safety issues in area around interchange facility.</p>	+/-		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>A reduction HGV's in town centres could provide an enhanced area for walking and cycling and therefore reduce dependency on the car. Possible localised congestion and safety issues in area around interchange facility. Some job creation at facility.</p>	+/-		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>A reduction in HGV's should reduce the effects of community severance. Potential for severance at interchange site, site uncertainty at this stage.</p>	+/-		X	<p>Measures will be required to negate the effects of the interchange on community severance.</p>	

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	A reduction HGV's in town centres could provide an enhanced area for walking and cycling and therefore reduce dependency on the car. Possible localised congestion and safety issues in area around interchange facility.	+/-				
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?					X	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	One site is unlikely to have a significant impact on journey times, congestion and traffic flow county wide, therefore no significant economic effect.	o				
Will the plan... Help to manage routes effectively in order to maintain journey times?					X	
Invest in transport improvements that help the economy of Wiltshire.	One site is unlikely to have a significant impact on journey times, congestion and traffic flow county wide, therefore no significant economic effect.	o				
Will the plan...					X	

FREIGHT - RAIL - CONVENTIONAL Freight interchange facility at Westbury station including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Improvements to some areas, however increases in HGV's in the around facility will have a detrimental effect on the local population and residents.</p>	+/-			X	
Summary:						
Potential biodiversity impacts at new site, such as habitat fragmentation and/or loss. This must be balanced by a reduction of freight on the road network and the amount of air pollution and emissions generated as a result as well as less visual intrusion, and severance. Settlements near to the designated site will likely suffer more noise and vibration and congestion.						

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Potential for some impact to biodiversity depending on exact location of the site, this might include habitat loss or fragmentation.	-		X		Wildlife/species counts prior to any new development
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will likely produce some pollutants and run-off which has the potential to spill onto land, soil and into water courses.	-		X		
Will the plan...						

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...	Location uncertainty.	?	X			
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...	Potential for a reduction in air and environmental pollution as reduced HGV freight movements.	+/-			X	
Cause any changes in traffic that affect an Air Quality Management Area?	Location of interchange and associated freight movements may have some impact on the management of AQMAs.					
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Emission reduction is dependent on the uptake of the scheme. At most significant levels, emissions reduced on key routes; four sites functioning would deliver some gains towards the overall goal in reducing transport emissions. However localised emissions could worsen due to access to sites.	+/-		X		
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Some potential to reduce the impact from flooding.	+			X	

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	A reduction in HGV traffic on road network will lead to some improvements, however an increase in HGV's around the interchange facilities will cause localised congestion which will have some detrimental impact on the surrounding areas.	+/-		X		
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	A reduction in HGV traffic on road network will lead to some improvements, however an increase in HGV's around the interchange facilities will cause localised congestion which will have some detrimental impact on the surrounding areas.	+/-		X		
Will the plan... 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						
Protect and enhance the quality of Wiltshire's landscapes.	Having four sites operating will cause a general reduction in HGVs on the road network around the county, and there is potential for changes to traffic flow in areas valued for their landscape character.	+		X		
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>A reduction in HGV traffic on road network will lead to some reductions in congestion and improvements to traffic flow, however an increase in HGV's around the interchange facility will have some detrimental effect to the surrounding area.</p>	+/-		X		
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>A reduction of HGV's should enhance safety to other road users and therefore encourage walking and cycling. Journey time reliability should improve and therefore provide more reliable bus services. Possible localised congestion and safety issues in area around interchange facilities.</p>	+/-		X		

FREIGHT - RAIL - BALANCED
Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	A reduction of HGV's should enhance safety to other road users and therefore encourage walking and cycling. Journey time reliability should improve and therefore provide more reliable bus services. Possible localised congestion and safety issues in area around interchange facilities.	+/-		X		
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	A reduction of HGV's should reduce noise levels through town centres and other areas, however there will be an increase in noise levels around the interchange facilities.	+/-		X		
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	A reduction in HGVs should enhance safety to other road users and therefore help to reduce KSI's on the	+/-		X		

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>road network. Area around interchange sites could potentially become more of a hazard to other road users.</p>					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>A reduction of HGV's should enhance safety to other road users and therefore encourage walking and cycling. Journey time reliability should improve and therefore provide more reliable bus services. Possible localised congestion and safety issues in area around interchange facilities.</p>	+/-		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>A reduction HGV's in town centres should provide an enhanced area for walking and cycling and therefore reduce dependency on the car. Localised congestion and safety issues in area around interchange facilities. Some job creation at facilities.</p>	+/-		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>A reduction in HGV's should reduce the effects of community severance. Potential for severance at interchange sites, site uncertainty at this stage.</p>	+/-		X		Measures will be required to negate the effects of the interchange on community severance.

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	A reduction HGV's in town centres could provide an enhanced area for walking and cycling and therefore reduce dependency on the car. localised congestion and safety issues in areas around interchange facilities.	+/-		X		
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Uptake dependant. Journey time reliability improved on majority of routes through less HGV's. However localised congestion at each site could worsen due to site access.	+			X	
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...						
	A reduction in HGV's on the road network should lead to reduced congestion and improvements to journey times which will help meet congestion targets of LTP.	+			X	

FREIGHT - RAIL - BALANCED Freight interchanges at the three SSCT's and Westbury, including all infrastructure and associated highway development.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Improvements to some areas, however increases in HGV's in the around facilities will have a detrimental effect on the local population and residents.</p>	+/-		X		
Summary:						
Potential biodiversity impacts at new sites, such as habitat fragmentation and/or loss. This must be balanced by a reduction of freight on the road network and the reduced amount of air pollution and emissions generated as a result as well as less visual intrusion, and severance. Settlements near to the designated site will likely suffer more noise and vibration, congestion and pollution.						

Parking

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.	<p>The ongoing increases in car use as result of maintained parking charges will have some negative impact on biodiversity however the effects are considered not be significant.</p>	<p>o</p>				
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?						
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not significantly compromise soil, land and water quality and will not significantly cause soil erosion or contamination.	o	X			
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?	It is possible that Greenfield sites and quality agricultural land may be used for development which may include land for parking. However planning regulations should ensure that this type of development is kept to a minimum.	+/-				X
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						

PARKING STRATEGY - CONVENTIONAL

- Retain existing provision and management
- Existing parking charges retained but broader unification of regime across the council area
- Retain existing maximum parking standards

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Maintenance of existing parking charges encourages car use and does little improve air quality.	--	X			A more holistic approach is required to encourage use of more sustainable travel modes, where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.	Maintenance of existing parking charges will encourage further car use and does little to reduce carbon dioxide emissions.	--	X			A more holistic approach is required to encourage use of more sustainable travel modes, where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Will the plan...						
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? This is						

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
linked to LAA indicator NI 185: CO ₂ from Local Authority operations; NI 186: per capita CO ₂ emissions in the Local Authority area.						
Ensure that the transport system can cope with the unavoidable effects of climate change. Will the plan... Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Potential for extreme weather conditions to obstruct and hamper parking areas. See mitigation. However overall no significant effect.				X	Where possible construction of new parking areas to use extreme heat resistant materials.
Conserve and enhance features and areas of historical and cultural value. Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure? Conserve and enhance archaeological sites and features. Will the plan...	Particular issues with residential parking visually obscuring the historic environment. As well as increases in general traffic growth as result of maintained parking charges.				X	A more holistic approach is required to encourage use of more sustainable travel modes, where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Conserve and enhance archaeological sites and features. Will the plan...	Particular issues with residential parking visually obscuring archaeological sites and features. As well as increases in general traffic growth as result of maintained parking charges.				X	A more holistic approach is required to encourage use of more sustainable travel modes, where on and off street parking needs developing in

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?						conjunction with sustainable transport initiatives.
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	Unlikely to have a significant effect on traffic levels and nature in landscape valued areas.	o	X			
Help reduce the impact of transport and improve the quality of urban and rural centres.						
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?	Maintaining parking charges does little to reduce traffic levels, although maximum parking standards do help to promote sustainable travel choices, overall the option is likely to see a rise in traffic levels and consequent congestion.	-	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
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?						

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Population						
Provide everyone with the opportunity to access key services. Will the plan... 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.	As this option is primarily car centric, it encourages further use of the car and less use of public transport therefore there is a risk of loosing of bus services, which will reduce the range and availability of non-car travel modes. Congestion also threatens more sustainable modes as result of poor journey time reliability. On a positive note, unification of parking charges across the county will bring greater equality to the county.	+/-	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport. Will the plan... Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	A primarily car focused option, which will ultimately lead to increased congestion and poor road safety. Consequently it is unlikely to encourage cycling and walking.	-	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Reduce the noise impact of the transport system. Will the plan...	Increases in traffic will likely result in increases to noise levels.	-	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking

PARKING STRATEGY - CONVENTIONAL

- Retain existing provision and management
- Existing parking charges retained but broader unification of regime across the council area
- Retain existing maximum parking standards

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Reduce the amount of traffic in tranquil areas?						needs developing in conjunction with sustainable transport initiatives.
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	Increases in traffic do little to reduce the adverse effects of transport on safety and will probably increase accidents on the roads.	-				A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Will the plan...				X		
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.						

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car Will the plan... Provide opportunities to travel without the need for a car?	Does little to encourage use of sustainable travel modes, with the exception of the maximum parking standards. If anything it further encourages use of the car.	--	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car. Will the plan... Lead to alternatives ways of travel to employment hubs?	Some location uncertainties. However unlikely to encourage travel to employment which doesn't involve use of the car because of the lack of suitable alternatives.	-		X		A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Reduce the community severance effects of transport. Will the plan... Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?	On-street parking and maximum parking standards which encourages further on-street parking does little to reduce the effects of community severance.	-		X		A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.

PARKING STRATEGY - CONVENTIONAL

- Retain existing provision and management
- Existing parking charges retained but broader unification of regime across the council area
- Retain existing maximum parking standards

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Does little to encourage use of sustainable travel modes, with the exception of the maximum parking standards. If anything it further encourages use of the car.	--	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	This option mainly focuses on use of the car and does little to encourage travel by more sustainable modes. Consequently there will be likely increases in congestion which will hamper bus travelling times, and generally make for an inefficient transport network.	--	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Will the plan...						
Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	As a car centric option it encourages further use of the car ultimately leading to increased congestion and longer journey times.	--	X			A more holistic approach is required to encourage use of more sustainable travel modes. Where on and off street parking needs developing in conjunction with sustainable transport initiatives.
Will the plan...						
Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?						

PARKING STRATEGY - CONVENTIONAL <ul style="list-style-type: none"> Retain existing provision and management Existing parking charges retained but broader unification of regime across the council area Retain existing maximum parking standards 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Include areas where tourism has a foothold?						
Reduce the impact of road freight on communities.						
Will the plan...						
Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?		N/A				
Summary:						
Maintenance of existing parking charges does little to reduce use of the car, at best the status quo will be maintained as far as traffic levels are concerned, however it is more likely that traffic levels will continue to rise, effectively causing other more sustainable modes to decline.						

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 					
SEA objectives	Impact of option	Appraisal summary	Probability		Mitigations/recommendations
			High	Med	
Biodiversity					
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.					
Will the plan...					
Include actions that cause changes in habitat fragmentation or habitat loss?					
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?	The ongoing increases in car use as a result of maintained parking charges will have some negative impact on biodiversity however the effects are considered not to be significant.				
Include actions that help reach targets or compromise targets of the local BAPs?					
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?					

PARKING STRATEGY - BALANCED

- Further promote short stay on-street parking through increasing charges where appropriate
- Look to manage other areas where required to balance demand
- Increased parking charges with unified regime across the council, focusing charges on long stay users
- Retain existing maximum parking standards but introduce minimum standards for residential parking

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?	This option will not significantly compromise soil, land and water quality and will not significantly cause soil erosion or contamination.	o	X			
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	It is possible that Greenfield sites and agricultural may be used for some new development, which would include provision for parking, however planning regulations should ensure that this type of development is kept to a minimum.	+/-			X	

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	The emphasis on short-stay parking and charge increases may reduce some travel by car, however on the whole traffic growth is likely to continue under this option and therefore air pollution is unlikely to improve as a result of this option.				X	A more holistic approach is required to encourage more use of sustainable travel modes. On and off street parking need to be developed with sustainable transport initiatives.
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and	The emphasis is on short-stay parking and charge increases may reduce some travel by car, however overall traffic growth is likely to continue and therefore this option will have little impact on reducing carbon emissions and if anything there are likely to increase in line with traffic growth.				X	A more holistic approach is required to encourage more use of sustainable travel modes. On and off street parking need to be developed with sustainable transport initiatives.

PARKING STRATEGY - BALANCED

- Further promote short stay on-street parking through increasing charges where appropriate
- Look to manage other areas where required to balance demand
- Increased parking charges with unified regime across the council, focusing charges on long stay users
- Retain existing maximum parking standards but introduce minimum standards for residential parking

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Conserve and enhance archaeological sites and features.</p> <p>Will the plan...</p> <p>Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?</p>	<p>The management of parking and the addition/development of restrictions may help increase the number of people willing to use sustainable travel modes. This would help to alleviate the impact of transport on the historical environment.</p>	+/-	X			
Landscapes and townscapes						
<p>Protect and enhance the quality of Wiltshire's landscapes.</p> <p>Will the plan...</p> <p>Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?</p>	<p>Unlikely to have a significant effect on traffic levels and nature in landscape valued areas.</p>	o	X			
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p>	<p>Increased charges and an emphasis on short-stay parking should reduce car trips to some extent helping to reduce the impact of transport on urban areas. Maximum PNR parking standards also seek to promote sustainable travel choices. However traffic growth is also likely under this option in the future which is likely to have a negative impact on urban centres.</p>	+/-	X			

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
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						
Provide everyone with the opportunity to access key services.						
Will the plan...						
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.	A standardised approach to parking across Wiltshire will help provide a more balanced framework for all residents, however low income groups/families and individuals could be at a financial disadvantage. This will be especially true if other sustainable modes of transport are not readily available.	+/-		X		
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	The management of parking and the addition/development of restrictions may help increase the number of those willing to walk and cycle. However, alternative modes of transport and	+/-		X		
Will the plan...						

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	sustainable initiatives would need to be successfully promoted to maximise the impact of the change of approach to parking. Unfortunately under this option traffic growth is likely, and therefore the positive impact of increased number of slow mode users will be negated by increased car use.					
Reduce the noise impact of the transport system.						
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?	Unlikely to have any significant effect on noise levels.	o	X			
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	Unlikely to significantly reduce the adverse effects of transport on safety.	o	X			
Will the plan...						

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LA indicator NI 47 on road accidents.						
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car	Maximum PNR parking standards seek to promote sustainable travel choices. However does little more to encourage travel without the need for a car.	+/-	X			
Will the plan...						
Provide opportunities to travel without the need for a car?						
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.	Maximum PNR parking standards seek to promote sustainable travel choices. However does little more to encourage travel without the need for a car.	+/-	X			
Will the plan...						
Lead to alternatives ways of travel to employment hubs?						
Reduce the community severance effects of transport.	Does little to reduce the effects of community severance. No significant effect.	o	X			
Will the plan...						

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	Maximum PNR parking standards seek to promote sustainable travel choices. However does little more to encourage travel without the need for a car.	+/-	X			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						A more holistic approach is required to encourage more use of sustainable travel modes. On and off street parking need to be developed with sustainable transport initiatives.
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	This option does little to encourage travel by sustainable modes and therefore little to manage the transport system efficiently. If anything traffic is likely to grow under this option.	-	X			
Invest in transport improvements that help the economy of Wiltshire.	The management of parking and the addition/development of restrictions may	-	X			A more holistic approach is required to encourage more use of sustainable travel modes. On and off street

PARKING STRATEGY - BALANCED <ul style="list-style-type: none"> Further promote short stay on-street parking through increasing charges where appropriate Look to manage other areas where required to balance demand Increased parking charges with unified regime across the council, focusing charges on long stay users Retain existing maximum parking standards but introduce minimum standards for residential parking 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Will the plan... 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?	help increase the number of those willing to walk and cycle, and therefore relieve congestion, however it is likely that traffic levels will continue to grow under this option.					parking need to be developed with sustainable transport initiatives.
Reduce the impact of road freight on communities. Will the plan... Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?		N/A				
Summary: The management of parking and the addition/development of restrictions may help increase the number of those willing to walk and cycle for shorter trips. However, alternative modes of transport and sustainable initiatives would need to be successfully promoted to maximise the impact of the change of approach to parking.						

PARKING STRATEGY - RADICAL

- Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns
- Limit long stay parking provision to encourage use of alternative modes
- Introduce more park and ride sites to restrain vehicles from entering town centres
- Substantially increased parking charges within a unified regime, focusing on long stay and larger settlements
- Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Unlikely have any real significant effect on biodiversity.	○	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						

PARKING STRATEGY - RADICAL <ul style="list-style-type: none"> Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns Limit long stay parking provision to encourage use of alternative modes Introduce more park and ride sites to restrain vehicles from entering town centres Substantially increased parking charges within a unified regime, focusing charges on long stay and larger settlements Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?	Unlikely to have real significant effect on the quality and quantity of land, soil and water resources.	o	X			
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	Unlikely to have any real significant effect on the development of Greenfield or quality agricultural sites. Although increases to park and ride schemes requires care site selection.	o	X			

PARKING STRATEGY - RADICAL						
<ul style="list-style-type: none"> Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns Limit long stay parking provision to encourage use of alternative modes Introduce more park and ride sites to restrain vehicles from entering town centres Substantially increased parking charges within a unified regime, focusing charges on long stay and larger settlements Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.						
Will the plan...						
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						
	This option would put significant emphasis on sustainable modes of travel which will contribute to improving air quality. This would be achieved through higher parking charges, and an overall reduction in parking spaces, both on and off street.	++	X			
	This option would put significant emphasis on sustainable modes of travel which will contribute to improving air quality. This would be achieved through higher parking charges, and an overall reduction in parking spaces, both on and off street.	++	X			

PARKING STRATEGY - RADICAL

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SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
dioxide produced? This is linked to LAA indicator NI 185: CO ₂ from Local Authority operations; NI 186: per capita CO ₂ emissions in the Local Authority area.						
Ensure that the transport system can cope with the unavoidable effects of climate change.	Potential for extreme weather conditions to obstruct and hamper remaining parking areas.	o	X			Where possible any new parking construction should use weather resistant materials.
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	This option seeks to restrain vehicles from entering town centres and doing so will help to conserve and enhance the historic environment.	+	X			
Conserve and enhance archaeological sites and features.	This option seeks to restrain vehicles from entering town	+	X			

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SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?</p>	centres and doing so will help to conserve and enhance archaeological sites and features.					
Landscapes and townscapes						
<p>Protect and enhance the quality of Wiltshire's landscapes.</p> <p>Will the plan...</p> <p>Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?</p>	Location specific to a certain extent but with less traffic entering town centres this should have some positive impact on the surrounding landscapes.	+			X	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>Cause changes that reduce the impact of transport on the townscape, which</p>	A reduction in car use should reduce congestion in urban centres and lessen the impact of transport. Less on-street parking should also help to reduce the impact and enhance the character of towns.	++			X	

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SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
many include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns?						
Population						
Provide everyone with the opportunity to access key services.	Removing the emphasis on private travel will help to develop and promote greater equality of opportunity within Wiltshire. However the public transport network requires developing so that is accessible to all, especially for those in rural areas. There is also a need to ensure those on low incomes are not disadvantaged.	+/-				
Will the plan...				X		
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.						

PARKING STRATEGY - RADICAL

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- Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	This option seeks increase the number of people travelling by sustainable transport which includes walking and cycling. With fewer vehicles entering town centres and safer and more pleasant environment would be created for cyclists and pedestrians, which should also help to encourage further use of these modes.	+	X			
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	With fewer vehicles entering town centres noise levels should decline.	+		X		
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
Affect areas where noise is likely to change in nature as a result of an						

PARKING STRATEGY - RADICAL

- Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns
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SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
increase in HGVs or change to the time of traffic?						
Reduce the adverse effects of transport on safety.						
Will the plan...						
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.	A reduction in vehicles in town centres should lead to a decrease in accidents and their severity.	+		X		
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car						
Will the plan...						
Provide opportunities to travel without the need for a car?	Whilst this option focuses on vehicle restraint in town centres there is a much needed requirement to ensure that alternatives sustainable modes of travel are provided. These must be affordable too. Fewer vehicles in town centres should encourage more cycling and walking.	+		X		
Ensure that where employment opportunities are to be found there						
	Whilst this option focuses on vehicle restraint in town centres there is a much needed	+	X			

PARKING STRATEGY - RADICAL

- Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns
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- Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>requirement to ensure that alternatives sustainable modes of travel are provided for. Fewer vehicles in town centres should encourage more cycling and walking.</p>					
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>Reduced traffic levels in town centres should result in a reduction community severance.</p>	+	X			
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Whilst this option focuses on vehicle restraint in town centres there is a much needed requirement to ensure that alternatives sustainable modes of travel are provided. These must be affordable too. Fewer vehicles in town centres should encourage more cycling and walking.</p>	+	X			

PARKING STRATEGY - RADICAL						
<ul style="list-style-type: none"> Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns Limit long stay parking provision to encourage use of alternative modes Introduce more park and ride sites to restrain vehicles from entering town centres Substantially increased parking charges within a unified regime, focusing charges on long stay and larger settlements Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility 						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Reducing traffic levels in town centres should reduce congestion and help to maintain journey times.	+		X		
Will the plan...						
Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Whilst substantial increases to parking charges may help to reduce traffic levels and congestion, there is a risk that car driving consumers will take their business and trade to neighbouring counties where charges are less expensive. To combat this there is requirement to ensure that affordable and sustainable alternative transport modes are available.	+/-		X		
Will the plan...						
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?						
Reduce the impact of road freight on communities.		N/A				
Will the plan...						

PARKING STRATEGY - RADICAL

- Removal of on-street parking in central areas, except for disabled, to promote non-car uses and restrict traffic in busy towns
- Limit long stay parking provision to encourage use of alternative modes
- Introduce more park and ride sites to restrain vehicles from entering town centres
- Substantially increased parking charges within a unified regime, focusing charges on long stay and larger settlements
- Retain existing maximum parking standards, introduce minimum standards for residential parking and apply discounts to maximum standards based on site accessibility

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?						

Summary:

This option focuses on restraining private vehicles from entering busy town centres whilst at the same time promoting the use of sustainable alternative modes of transport. However there is a need to ensure that consumers do not look to other areas where parking charges are less expensive.

Public transport

OPTION 1 - AS NOW The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	No changes to existing transport patterns, so no significant effect.	o	x			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	No changes to existing transport patterns, so no significant effect.	o	x			

OPTION 1 - AS NOW						
The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...	No changes to existing transport patterns, so no significant effect.	o	x			
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Whilst the option helps to maintain the council's climate change initiative and commitments, the role of passenger transport is a reactive service which does little to address environmental issues and the carbon agenda. Overall no significant effect.	o	x			
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						

OPTION 1 - AS NOW						
The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Whilst the option helps to maintain the council's climate change initiative and commitments, the role of passenger transport is a reactive service which does little to address environmental issues and the carbon agenda. Overall no significant effect.	o	x			
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	Whilst the option helps to maintain the council's climate change initiative and commitments, the role of passenger transport is a reactive service which does little to address environmental issues and the carbon agenda. Overall no significant effect.	o	x			

OPTION 1 - AS NOW The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...	No changes to existing transport patterns, no significant effect overall.	o	x			
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.						
Will the plan...	No changes to existing transport patterns, no significant effect overall.	o	x			
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						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...	No changes to existing transport patterns, no significant effect overall.	o	x			
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

OPTION 1 - AS NOW						
The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>No changes to existing transport patterns, no significant effect overall.</p>	o	x			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Option continues to provide access to key services, particularly for vulnerable members of the community, such as those with disabilities and the elderly.</p>	+	x			

OPTION 1 - AS NOW

The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
<p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p> <p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p>	<p>This option does reduce the need to travel by car as other options of travel available to the public. However, apart from walking/cycling between origin/destinations and bus stops, this option does not actively encourage physical modes of travel. Overall no significant effect.</p>	o	x			
<p>Reduce the noise impact of the transport system.</p> <p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>No change to existing transport levels and patterns and therefore no change to noise levels. No significant effect.</p>	o	x			

OPTION 1 - AS NOW						
The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	No change to existing transport levels and patterns and therefore no change to safety levels. No significant effect.	o	x			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	This option increases accessibility to the key services without the need for a car, including those at risk from social exclusion without access to private transport.	+	x			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Offers public transport opportunities to employment centres/hubs	+	x			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	No changes to existing transport patterns, so no significant effect.	o	x			

OPTION 1 - AS NOW						
The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	Does not necessarily reduce the need to travel but does provide affordable sustainable transport options.	+	x			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	This option will continue to serve all the major services and facilities.	o	x			
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	No changes to existing patterns, overall no significant effect.	o	x			

OPTION 1 - AS NOW						
The 'as now' option is the status quo, with all passenger transport provision remaining the same and no alteration to eligibility and charges.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
Reduce the impact of road freight on communities.						
Will the plan...						
Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?	No relevance to this option. No significant effects.	o	x			
Summary:						
There will be no significant changes to existing transport patterns there will be continued access to key services through the provision of sustainable transport options particularly for vulnerable members of the community.						

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Option does not include actions that will cause losses or habit fragmentation. However increased patronage should result in less private vehicles on the network resulting in less pollution and emissions which will provide minor benefits to biodiversity.	+			x	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Enhancement to services does not pose any significant effect to land, soil and water resources.	o	x			
Will the plan...						

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	Enhancement to services does not pose any significant effect to Greenfield sites or agricultural land.	o	x			
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	Reduces the need for car use which will produce less air and environmental pollution.	+	x			
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.						
Will the plan...						
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? This is linked to LAA indicator NI 185: CO ₂ from Local Authority operations; NI 186: per capita CO ₂ emissions in the Local Authority area.	Reduces the need for car use which will produce less CO ₂ emissions.	o	x			
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	This option does not have any significant effect when reducing the effects of climate change.	o	x			

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	Potential to reduce congestion, improve traffic flow and air quality in areas of historic value	+			x	
Conserve and enhance archaeological sites and features.						
Will the plan...						
Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	Potential to reduce congestion, improve traffic flow and air quality in areas of historic and cultural value.	+			x	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	Any changes in traffic flow are likely to be seen in urban areas only and therefore no significant on landscapes.	o	x			

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>This option should reduce the numbers of vehicles in urban centres, reducing congestion and improving traffic flow.</p>	+		x		
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>An enhanced service will provide further opportunities to access key services, particularly for the vulnerable and most needy.</p>	++		x		

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations	
			High	Med	Low		
Healthy communities							
Reduce the need/desire to travel by car and encourage physical modes of transport.	<p>This option reduces the need to travel by car by providing various public transport options. However it does not necessarily encourage travel by physical modes, except to and from origin/destination and bus stops etc.</p>	+					
Will the plan...							
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.							x
Reduce the noise impact of the transport system.	<p>May introduce noise into tranquil areas through the provision of public transport such as demand responsive transport.</p>	-					
Will the plan...							
Reduce the amount of traffic in tranquil areas?							
Affect sensitive receptors within 200m of a noise change?							
Affect areas adjacent to habitats where sensitive species breed?							
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?						x	

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	Some modal shift and a reduction in the number of vehicles on the road network should result in fewer traffic accidents.	+			x	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	This option provides greater accessibility to a range of services and facilities without the need for a car.	++	x			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	This option provides greater accessibility to employment centres/hubs without the need for a car.	++	x			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Limited amount of modal shift will result in slightly less severance however overall the effect is unlikely to be significant.	o	x			

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	This option increases the range, availability and affordability of public transport opportunities across the county, even for those in some of most rural areas.	++	x			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Reduction in congestion will help to maintain journey times, benefiting business and employment growth plans.	+	x			
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	This option reduces congestion hot spots, with subsequent improvements to traffic flow and journey time reliability.	+			x	

OPTION 2 - ENHANCEMENT TO SERVICES

This option includes all existing passenger transport provision but also covers a range of choices in the way that services could be enhanced.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>No overall relevance to this option. Therefore no significant effects.</p>	o	x			

Summary:

Enhancements to services should encourage greater patronage, modal shift and therefore less use of the car, resulting in improvements to air quality and less emissions, with benefits to both the natural and built environments.

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Some likely increases to travel by private motor vehicles will result in increased emissions and pollution which will have a detrimental affect on biodiversity.	-			X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Some increases to vehicles on the road network will likely lead to increases to run-off and the need for more road maintenance.	-			X	
Will the plan...						

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	This option does not entail any direct development on Greenfield sites and/or agricultural land. Therefore no significant effect.	o	x			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Increases to traffic is likely lead to increases to air and environmental pollution and therefore affecting air quality in some urban areas.	-		x		
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Increases to traffic is likely lead to increases to a CO ₂ emissions which will affect carbon reduction targets.	-		X		
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Withdrawal of passenger transport services will reduce alternative opportunities to travel in the event of climate change.	-		X		

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	A reduction in passenger transport services is likely to result in increases to other unsustainable modes of transport, which will have a greater impact on areas valued for their cultural and historical heritage.	-		X		
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	A reduction in passenger transport services is likely to result in increases to other unsustainable modes of transport, which will have a greater impact on areas valued for their cultural and historical heritage.	-		X		
Will the plan... 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						
Protect and enhance the quality of Wiltshire's landscapes.	Urban areas mainly affected by any withdrawal of passenger transport services and therefore no significant effect to landscapes.	o		X		
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>A reduction in transport services may increase car use which may have direct consequences for urban centres through congestion growth and poor traffic flow.</p>	-	X			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Removal of passenger transport services potentially removes accessibility to services, such as health care and employment for many people in the county. Those particularly affected will be the needy, vulnerable and elderly who will be at an increased risk of social exclusion.</p>	--	X			

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport. Will the plan... Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Reduction in passenger transport services will likely lead to increases in car travel.	-	X			
Reduce the noise impact of the transport system. Will the plan... Reduce the amount of traffic in tranquil areas? Affect sensitive receptors within 200m of a noise change? Affect areas adjacent to habitats where sensitive species breed? 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?	Could increase and introduce traffic into tranquil areas.	-			X	
Reduce the adverse effects of transport on safety.	Increases in traffic is likely to increase traffic accidents.	-		X		

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>						
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Removal of passenger transport services potentially removes accessibility to services, such as health care and employment for many people in the county. Those particularly affected will be the needy, vulnerable and elderly who will be at an increased risk of social exclusion.	--	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Removal of passenger transport services potentially removes accessibility to employment for many people in the county. Those particularly affected will be groups such as the elderly and disabled who will be at an increased risk of social exclusion.	--	X			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Withdrawal of services will likely encourage private car use which will potentially increase severance.	-		X		

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	A reduction in passenger transport services will encourage the use of unsustainable modes of transport.	--	X			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Removal of many passenger transport services will have a significant impact on the local economy, not only will it discourage travel to some areas but it also encourages use of the car which increases congestion and reduces journey time reliability.	-		X		
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...						
	Removal of many passenger transport services may have a significant impact on the local economy, not only will it discourage travel to some areas but it also encourages use of the car which increases congestion and reduces journey time reliability.	-		X		

OPTION 3 - PART WITHDRAWAL This option involves the reduction in provision support to elements of passenger transport.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Has no significant impact on freight and communities.</p>	o	x			
Summary:						
<p>Reductions in passenger transport will not only increase car use but may also leave some communities and individuals isolated and unable to reach at least the essential key services. Increases in car use will result in increases to air pollution and emissions which will have a detrimental effect on both the natural and built environments.</p>						

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Some likely increases to travel by private motor vehicles will result in increased emissions and pollution which will have a detrimental affect on biodiversity.	-				
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Some increases to vehicles on the road network will be likely to increases to run-off and the need for more road maintenance.	-				
Will the plan...						

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	This option does not entail any direct development on Greenfield sites and/or agricultural land. Therefore no significant effect.	o	x			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Increases to traffic is likely to result in increases to air and environmental pollution therefore affecting air quality in some urban areas.	-		x		
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Increases to traffic is likely to result in increases to a CO2 emissions which will affect carbon reduction targets.	-		x		
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Withdrawal of passenger transport services will reduce alternative opportunities to travel in the event of climate change.	-		x		

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	A reduction in passenger transport services is likely to result in increases to other unsustainable modes of transport, which will have a greater impact on areas valued for their cultural and historical heritage.	-		x		
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	A reduction in passenger transport services is likely to result in increases to other unsustainable modes of transport, which will have a greater impact on areas valued for their cultural and historical heritage.	-		x		
Will the plan... 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						
Protect and enhance the quality of Wiltshire's landscapes.	It is urban areas that will be mainly affected by any withdrawal of passenger transport services and therefore there will be no significant effect to landscapes.	o		x		
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>A reduction in transport services may increase car use which may have direct consequences for urban centres through congestion growth and poor traffic flow.</p>	-		x		
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Removal of passenger transport services potentially removes accessibility to services, such as health care and employment for many people in the county. Those particularly affected will be groups such as the elderly and disabled who will be at an increased risk of social exclusion.</p>	--		x		

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport. Will the plan... Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Reduction in passenger transport services will lead to increases in car travel.	-	x			
Reduce the noise impact of the transport system. Will the plan... Reduce the amount of traffic in tranquil areas? Affect sensitive receptors within 200m of a noise change? Affect areas adjacent to habitats where sensitive species breed? 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?	Could introduce and increase traffic and noise into tranquil areas.	-			x	
Reduce the adverse effects of transport on safety.	Increases in traffic is likely to increase traffic accidents.	-			x	

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>						
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Removal of passenger transport services potentially removes accessibility to services, such as health care and employment for many people in the county. Those particularly affected will be the needy, vulnerable and elderly who will be at an increased risk of social exclusion.	--	x			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Removal of passenger transport services potentially removes accessibility to employment for many people in the county.	--	x			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Withdrawal of services will likely encourage private car use which will potentially increase severance.	-			x	

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	A reduction in passenger transport services will encourage the use of unsustainable modes of transport.	--	x			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Removal of many passenger transport services will have a significant impact on the local economy, not only will it discourage travel to some areas but it also encourages use of the car which increases congestion and reduces journey time reliability.	-		x		
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...						
	Removal of many passenger transport services may have a significant impact on the local economy, not only will it discourage travel to some areas but it also encourages use of the car which increases congestion and reduces journey time reliability.	-		x		

OPTION 4 - CEASE ALL DISCRETIONARY This option will significantly reduce the cost of passenger transport to the council.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
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?						
Reduce the impact of road freight on communities. Will the plan... Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?	Has no impact on freight and communities.	o	x			
Summary: Although this option will significantly reduce costs for the council, there will be withdrawal of services that many rely on, this will result in more car use and many communities feeling isolated and unable to access key services.						

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigation measures
			High	Med	Low	
Biodiversity						
<p>Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.</p> <p>Will the plan...</p> <p>Include actions that cause changes in habitat fragmentation or habitat loss?</p> <p>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?</p> <p>Include actions that help reach targets or compromise targets of the local BAPs?</p> <p>Include actions that affect Natura 2000 sites, SSSIs or other designated sites?</p>	<p>Uncertainty with site location of possible new stations.</p> <p>Level of modal shift achieved will to a certain extent determine the level of enhancement and protection of biodiversity. There should be overall reductions in pollution and emissions.</p>	+		X		<p>Site selection for new stations require careful considerations and the appropriate wildlife surveys carried out during preliminary stages.</p>
Land, soil and water resources						
<p>Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.</p>	<p>Dependent on level of modal shift but some reductions in run-off and other pollutants from motorised vehicles on the road network.</p>	+		X		

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigation measures
			High	Med	Low	
<p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	Location uncertainty, but unlikely for new development to take place on Greenfield sites or quality agricultural land.	?				
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p>	Potential for a reduction in traffic levels, depending on level of modal shift. However depending on where station is located and the extent of on-site facilities there could be an increase in car journeys to and from the station car park. This may add to air quality issues in an AQMA.	+/-		X		Ensure bus, cycle and water integration with stations to reduce the amount of car trips to

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigation measures
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						station. Introduce higher car parking charges to deter people from driving to station.
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185; CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Level of modal shift will determine level of reductions in emissions. Local car trips to and from station car parks may increase, however there is potential for an overall reduction in emissions on the road network.	+		X		Ensure bus, cycle and water integration with stations to reduce the amount of car trips to station. Introduce higher car parking charges to deter people from driving to station.
Ensure that the transport system can cope with the unavoidable effects of climate change.	In the event of climate change/flooding this option will provide a readily available alternative to the private motor car for many people.	+	X			

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations
			High	Med	Low	
<p>Will the plan...</p> <p>Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.</p>						
Historic Environment						
<p>Conserve and enhance features and areas of historical and cultural value.</p> <p>Will the plan...</p> <p>Cause direct impacts on sites or monuments through the provision of new transport infrastructure?</p>	<p>Refurbishment of many redundant railway stations will mean that buildings of historical and cultural value are conserved and enhanced.</p>	+			X	<p>Careful site selection required for all proposed new stations following the necessary and appropriate guidelines.</p>
<p>Conserve and enhance archaeological sites and features.</p> <p>Will the plan...</p> <p>Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?</p>	<p>Depends on location of station, there could a substantial increase in local traffic levels due to an increase in car trips to and from stations. Overall the road network should have a reduced level of traffic using it.</p>	+/-		X		<p>Implement bus/rail links and ensure integration of cycling and walking to stations to discourage car trips to station. May also consider</p>

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations
			High	Med	Low	
						increasing car parking charges.
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	This option should have a positive impact on traffic flows in areas valued for their landscapes.	+			X	
Help reduce the impact of transport and improve the quality of urban and rural centres.						
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?	This option should reduce traffic levels overall on road network. However there could be an increase in car trips to and from stations, particularly where there are no parking fees as drivers flee to stations to avoid parking charges.	+		X		Manage car parking to ensure that cars do not seek free parking in the more tranquil areas.
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?						

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Major constraints
			High	Med	Low	
Population						
Provide everyone with the opportunity to access key services.						
Will the plan...						
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.	Provides those without access to a car the opportunity to access key services.	+	X			
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Encourages walking and cycling either end of the train journey especially where provision has been made for these modes of transport to integrate with trains.	+	X			Ensure suitable and adequate cycling and walking integration.
Reduce the noise impact of the transport system.	There is potential for an increase in noise in and around the stations. Extent and severity depends	+/-	X			

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Major constraints
			High	Med	Low	
<p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>on the location of station, new and old. Overall noise levels on the road network should will reduce according to the level of modal shift.</p>					
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Depends on level of modal shift, but unlikely to have any significant effect.</p>	O	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p>	<p>Provides accessibility to key services without the need for a car.</p>	++		X		

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Major constraints
			High	Med	Low	
<p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>						
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Depends on location of employment in relation to train stations, but real potential to provide access without the need for a car.	++		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	Unlikely to see any significant effect on community severance.	O		X		
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p>	Provides a sustainable alternative means of travel without the need for a car.	++		X		

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Major constraints
			High	Med	Low	
<p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>						
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	Helps to remove traffic from the road network and thus improving and maintaining journey times.	+	X			
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	Helps to remove traffic from the road network which reduce congestion and improve journey time reliability. Supports tourism.	+	X			

RAIL - BALANCED

Support improvements to services between SSCTs (including to destinations outside Wiltshire). Increase the number of Wiltshire towns connecting to the rail network through the provision of bus-rail links and the limited provision of new stations (where viable). Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Proactive involvement with partner authorities and other bodies for rail corridor improvements. Promotion of rail for businesses, leisure and tourism journeys. Support for the administration costs of community rail partnerships. Safeguarding relevant land through system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Major constraints
			High	Med	Low	
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	Does not have any impact or significant effect.	O	X			

Summary:

Reduces the need to travel without a car, unsure of the extent of modal shift at this stage though partly because of location uncertainties.

RAIL - RADICAL

Support minimum hourly service between SSTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.	<p>Uncertainty with site location of possible new stations.</p> <p>Level of modal shift will to a certain extent determine the enhancement and protection of biodiversity. There should be overall reductions in pollution and emissions.</p>	+				
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?					X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
Cause changes in existing soil erosion problems, including the effects of road maintenance?	Dependent on level of modal shift but some reductions in run-off and other pollutants from motorised vehicles on the road network.	+		X		
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	Location uncertainty, but unlikely for new development to take place on Greenfield sites or quality agricultural land. Encourages compact development.	+		X		

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	This option should decrease the amount of longer car journeys taking place, however it is likely that shorter local car journeys will increase as people may their way to the station. See mitigation.	+/-		X		Ensure good bus/rail links and cycling integration at station to encourage people to leave the car at home.
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...	Around 25% load factor of trains required to improve upon equivalent journeys made by car. Overall there should be a net reductions in CO ₂ emissions.	+		X		
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target						

RAIL - RADICAL

Support minimum hourly service between SSTs (including appropriate SSTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.						
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...		+			X	
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	In the event of climate change/flooding this option will provide a readily available alternative to the private motor car for many people.	+				
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						Careful site selection required for all proposed new stations following the necessary and appropriate guidelines.
Will the plan...		+			X	
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	Refurbishment of many redundant railway stations will mean that buildings of historical and cultural value are conserved and enhanced.	+				

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Conserve and enhance archaeological sites and features.</p> <p>Will the plan...</p> <p>Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?</p>	<p>Depends on location of station, there could a substantial increase in local traffic levels due to an increase in car trips to and from stations. Overall the road network should have a reduced level of traffic using it.</p>	+			X	<p>Implement bus/rail links and ensure integration of cycling and walking to stations to discourage car trips to station. May also consider increasing car parking charges.</p>
<p>Landscapes and townscapes</p> <p>Protect and enhance the quality of Wiltshire's landscapes.</p> <p>Will the plan...</p> <p>Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?</p> <p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p>	<p>This option should have a positive impact on traffic flows in areas valued for their landscapes.</p> <p>This option should reduce traffic levels overall on the road network. However there could be an increase in car trips to and from stations, particularly where there are no parking fees as drivers flee to stations to avoid parking charges.</p>	+		X		<p>Manage car parking to ensure that cars do not seek free parking in the more tranquil villages and areas.</p>

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>						
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Provides new access opportunities to key services and facilities, including for those with physical disabilities.</p>	+ +	X			

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Encourages walking and cycling either end of the train journey especially where provision has been made for these modes of transport to integrate with trains.	+ +	X			Ensure good walking/cycling/rail integration.
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	There is potential for an increase in noise in and around stations. Extent and severity depends on the location of the station, new and old. Overall noise levels on the road network should reduce according to the level of modal shift.	+/-			X	
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						

RAIL - RADICAL

Support minimum hourly service between SSTs (including appropriate SSTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
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?						
Reduce the adverse effects of transport on safety.						
Will the plan...						
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.	Overall no significant effect.	O	X			
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car						
Will the plan...	Provides good alternative accessibility to key services and facilities.	++	X			
Provide opportunities to travel without the need for a car?						
Ensure that where employment opportunities are to be found there is	Depends on location of employment in relation to train stations, but real potential to provide access without the need for a car.	+	X			

RAIL - RADICAL

Support minimum hourly service between SSTs (including appropriate SSTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>						
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	Overall provides no significant effect.	O	X			
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices</p>	Promotes and provides an alternative sustainable travel mode, which increases the range and availability of such modes. Should also encourage walking and cycling to the station where good integration of these modes is provided. Also encourages bus use through bus/rail integration.	++	X			

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
(i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Helps to remove traffic from the road network and thus improving and maintaining journey times.	++		X		
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...						
Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?	Significant reduction of public transport journey times to Swindon, Bristol and London. Improved intra-regional connectivity and alternative to locally-congested sections of the A350. Should help to reduce congestion and improve journey time reliability as modal shift increases. Support for tourism.	++		X		
Include areas where tourism has a foothold?						
Reduce the impact of road freight on communities.	Overall no significant effect.	O				

RAIL - RADICAL

Support minimum hourly service between SSCTs (including appropriate SSCTs outside Wiltshire), with no reduction of higher frequencies where they already exist. Increase the number of Wiltshire towns connecting to the rail network, through the provision of new stations (where viable) and extensive bus-rail links. Support the function of rail stations as transport hubs, investing in improved access, facilities and public realm. Secure further benefits from Wiltshire's main rail hubs (Salisbury and Westbury). Promotion of rail for businesses, leisure and tourism journeys. Improve access to rail information and tickets through 'virtual stations' in libraries and suitable outlets. Proactive involvement with partner authorities and other bodies on rail corridor improvements. Additional funding for community rail partnerships for cost-effective proposals. Safeguarding relevant land through the planning system and, where appropriate and financially viable, its purchase.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>						
<p>Summary:</p> <p>Potential for significant modal shift as result of this rail investment and subsequent improvements. This modal shift has benefits for many areas including both the natural and built environment as a result of better air quality and fewer emissions as well as sensual improvements to town centres as a consequence of less cars, their noise and pollution.</p>						

Road safety

ROAD SAFETY - E, T & P- BALANCED Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option does not consist of any physical measures and therefore as such is unlikely to cause any significant effects to biodiversity.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option does not consist of any physical measures and therefore as such is unlikely to cause any significant effects.	o	X			

ROAD SAFETY - E, T & P- BALANCED						
Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Better driver behaviour and reductions in speed should result in fewer CO2 emissions	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	This option is unlikely to have any significant effects.	o		X		

ROAD SAFETY - E, T & P- BALANCED Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	This option will not significantly enhance or impact areas of historical and cultural value through the provision of new transport infrastructure.	o	X			
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	This option will not cause any significant changes to traffic flow that will affect townscape or archaeological sites and features.	o	X			
Will the plan... 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						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause any significant changes to traffic flow in areas valued for their landscape.	o	X			
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

ROAD SAFETY - E, T & P- BALANCED Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Reductions in driver speeds as a result of programme will also result in less noise and vibration which will improve the quality of those areas targeted.</p>	+			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>This option does not significantly enhance or reduce access opportunities to key services.</p>	o	x			

ROAD SAFETY - E, T & P- BALANCED						
Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Reductions in speed and improvements to driver behaviour may lead to increased levels of walking and cycling.	+			X	
Reduce the noise impact of the transport system.						
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?	Reductions in driver speeds as a result of the programme will also result in less road slap and noise which will help to reduce the impact of transport in those areas targeted.	+			X	

ROAD SAFETY - E, T & P- BALANCED Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Driver training and road safety programmes will result in reductions in KSIs, especially in those areas targeted.</p>	++	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>This option does not significantly increase or reduce accessibility to key services without the need for a car.</p>	o	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>This option does not significantly increase or reduce accessibility to employment opportunities without the need for a car.</p>	o	X			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Reductions in speed and better driver behaviour may encourage some modal shift which should lead to less severance.</p>	+			X	

ROAD SAFETY - E, T & P- BALANCED Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Encourages walking and cycling to school. Travel training for children encourages them to travel independently and in a sustainable manner. Reductions in speed may also lead to greater walking and cycling overall.	++		X		
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	This option will not significantly effect the management of the exiting transport network and will not significantly enhance journey times.	o		X		
Will the plan... Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Reduction in lost GDP through road deaths and overall reduction in NHS costs through lower KSIs.	+			X	
Will the plan...						

ROAD SAFETY - E, T & P- BALANCED						
Deliver an innovative road safety education, training and publicity programme to a wide range of target groups, based on a reaction to casualty statistics (KSIs).						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>This option does not provide alternative routes for road freight so that it reduces the impact of freight on communities.</p>	o	X			
Summary:						
This options offers the potential for a shift to active modes of travel as a result of better driver behaviour and reductions in speed. However it is unlikely to significantly enhance areas of cultural and historical worth or provide any significant benefits for the natural environment.						

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option will not cause any significant habitat losses or fragmentation and does not include actions that will compromise targets of local BAPs.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not cause any significant contamination and does not compromise quality or quantity of land, soil and water resources.	o	X			
Will the plan...						

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	This option will not require the use of any Greenfield sites or agricultural land for development or new infrastructure.	o	X			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	This option will not cause any significant effects to air quality management areas and will alter traffic flow by 10%.	o	X			
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	There are possible negative impacts from increased CO2 emissions caused by speed humps, however lower speeds may encourage walking and cycling.	+/-			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	This option will not have significant effect.	o			X	

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	This option will not cause any significant enhancement or adverse impact to areas of historical or cultural value.	o	X			
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	This option will not cause any significant enhancement or adverse impact to areas of historical or cultural value.	o	X			
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause any significant changes to traffic flows in areas valued for their landscape value.	o	X			
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Impact of option</p> <p>(Possible) detrimental impact of too much/many road safety furniture on the streetscene and public realm.</p>	-			X	Ensure the design on new scheme is appropriate for the setting.
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Impact of option</p> <p>This option will not significantly contribute to improving access to key services, neither will it significantly reduce access to key services.</p>	o	X			

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	This option will not reduce the desire or need to travel by car nor will it not lead to any significant change in cycling or walking.	o	X			
Will the plan... Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	(Possible) detrimental impact due to increased noise levels attributed to speed bumps.	-			X	
Will the plan... Reduce the amount of traffic in tranquil areas? Affect sensitive receptors within 200m of a noise change? Affect areas adjacent to habitats where sensitive species breed? 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?						
Reduce the adverse effects of transport on safety.	Will lead to some reduction of traffic accidents and severity of accidents albeit at in those areas with a	+			X	

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>previous slight accident injury history nevertheless will help to achieve targets.</p>					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p>						
<p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>This option does not provide any significant opportunities to travel without the need for a car.</p>	o	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p>						
<p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>This option does not provide any significant opportunities to travel to employment without the need for a car.</p>	o	X			
<p>Reduce the community severance effects of transport.</p>	<p>May reduce the perception of numbers of accidents and associated risk resulting in reduced severance.</p>	+		X		
<p>Will the plan...</p>						

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	May change the perception of a route and encourage walking and cycling.	+			X	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	It is scheme dependent but may result in slower speeds and therefore longer journey times.	-			X	
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	This option will not significantly contribute to reductions in journey time, improve journey time reliability or congestions targets in the LTP.	o	X			

ROAD SAFETY - LOCAL SAFETY SCHEMES - CONVENTIONAL						
Implement local safety schemes at locations with a KSI and/or slight injury accident history						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>May reduce freight accidents through improvements to safety.</p>	+		X		
Summary:						
Does not encourage any significant modal shift and therefore changes to air quality and level of emissions. However, there is some potential to reduce the impact of freight on communities.						

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED

Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option will not cause any significant habitat losses or fragmentation and does not include actions that will compromise targets of local BAPs.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not cause any significant contamination and does not compromise quality or quantity of land, soil and water resources.	o	X			
Will the plan...						

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED

Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>This option will not require the use of any Greenfield sites or agricultural land for development or new infrastructure.</p>	<p>o</p>	<p>X</p>			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p>	<p>This option will not cause any significant effects to air quality management areas and will not alter traffic flow by 10%.</p>	<p>o</p>	<p>X</p>			

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED

Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	This option will not cause any significant enhancement or adverse impact to areas of historical or cultural value.	o	X			
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	This option will not cause any significant enhancement or adverse impact to areas of historical or cultural value.	o	X			
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause any significant changes to traffic flows in areas valued for their landscape value.	o	X			
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED

Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Reductions in speeding should have a beneficial impact on the local environment and quality of life. (Possible) detrimental impact of too much/many road safety furniture on the streetscene and public realm.</p>	+/-			X	<p>Ensure the design on new scheme is appropriate for the setting.</p>
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>This option will not significantly contribute to improving access to key services, neither will it significantly reduce access to key services.</p>	o		X		

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED

Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations	
			High	Med	Low		
Healthy communities							
Reduce the need/desire to travel by car and encourage physical modes of transport.	Dealing with measured speeding issues may encourage cycling and walking.	+					
Will the plan...					X		
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.							
Reduce the noise impact of the transport system.	(Possible) detrimental impact due to increased noise levels attributed to speed bumps.	-					
Will the plan...							
Reduce the amount of traffic in tranquil areas?							
Affect sensitive receptors within 200m of a noise change?						X	
Affect areas adjacent to habitats where sensitive species breed?							
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?							
						Where possible use priority design instead of speed bumps, Appropriate design required.	

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED

Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>In localised areas this option should lead to a definite reduction in traffic accidents and their severity.</p>	++			X	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>This option does not provide any significant opportunities to travel without the need for a car.</p>	o	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>This option does not provide any significant opportunities to travel to employment without the need for a car.</p>	o	X			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>A reduction in speeding and fewer accidents should encourage modal shift all of which should help to reduce community severance.</p>	+		X		

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED						
Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	May change the perception of a route and encourage walking and cycling.	+			X	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	This option will not have any significant effect on journey times.	o			X	
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	This option will not significantly contribute to reductions in journey time, improve journey time reliability or congestions targets in the LTP.	o			X	

ROAD SAFETY - LOCAL SAFETY SCHEMES - BALANCED						
Implement local safety schemes at sites with a KSI and slight Injury accident history, and/or measured speeding problem						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>May reduce freight accidents through improvements to safety.</p>	+			X	
Summary:						
Possible encouragement of cycling and walking through the perception of a safer living environment. However overall no significant modal shift but may reduce the impact of freight on communities.						

ROAD SAFETY - TRAVEL PLANS - RADICAL

Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Cumulative effective all schools in Wiltshire will see a possible reduction in air pollution which has benefits for biodiversity.	+			X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not cause any significant contamination nor will it significantly compromise the quality and quantity of soil, land and water resources.	o	X			
Will the plan...						

ROAD SAFETY - TRAVEL PLANS - RADICAL						
Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	This option does require the development of Greenfield sites or agricultural land.	o	X			
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	This option will encourage a shift to more sustainable travel modes to school and will result in improvements to air quality in the areas around schools at set times of the day and possibly the whole of Wiltshire. Unknown whether it will cause 10% change in traffic flow.	+				X
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

ROAD SAFETY - TRAVEL PLANS - RADICAL

Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	This option will encourage a shift to more sustainable travel modes to school and therefore some reduction in CO ₂ emissions.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	This option will not significantly reduce the effects of climate change.	o			X	

ROAD SAFETY - TRAVEL PLANS - RADICAL Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Depends where schools are located as to the extent of the impact. Modal shift will result in less congestion; reduce noise levels, vibration and visual intrusion.	++				
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?					X	
Conserve and enhance archaeological sites and features.	Depends where schools are located as to the extent of the impact. Modal shift will result in less congestion; reduce noise levels, vibration and visual intrusion	++				
Will the plan... Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?					X	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause any significant changes to traffic flow in areas valued for their landscape character.	o				
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?					X	

ROAD SAFETY - TRAVEL PLANS - RADICAL Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Shift to more sustainable modes of transport for travelling to school so especially noticeable during morning peak.</p>	++			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Shift to more sustainable modes for travelling to school. Greater take up of school bus services will likely provide better support for Wiltshire services during the rest of the day.</p>	++			X	

ROAD SAFETY - TRAVEL PLANS - RADICAL

Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Promotion and encouragement to travel to school by sustainable healthy modes should lead to an increase in cycling and walking numbers.	++	X			
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Location dependant, but could see very noticeable reductions in noise levels around school sites, other areas will not experience such changes.	+		X		
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						

ROAD SAFETY - TRAVEL PLANS - RADICAL						
Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Less traffic in and around school premises is likely to lead to a reduction in road traffic accidents, especially if children also provided with road safety training.</p>	++	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Increased school travel opportunities through the promotion and encouragement of sustainable modes of transport.</p>	++				
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>This option does not significantly effect opportunities to travel to employment without the need for a car.</p>	o	X			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Modal shift will result in less severance, particularly around school sites.</p>	+		X		

ROAD SAFETY - TRAVEL PLANS - RADICAL						
Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	Most definitely increases the range and availability of sustainable travel choices.	++	X			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Modal shift will reduce congestion and improve journey time reliability and thus create a more manageable transport network, especially during the morning and afternoon peak.	+	X			
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	This option will see reduced congestion and more efficient traffic flow and thus improvements to journey time reliability.	+	X			

ROAD SAFETY - TRAVEL PLANS - RADICAL

Develop a bespoke and robustly monitored school travel plan for every school in Wiltshire that is fully integrated with the Sustainable Schools agenda.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>This option does significantly reduce the impact of freight on communities.</p>	o		x		
Summary:						

Increased school travel opportunities should result in less car travel to and from school, which will help to alleviate congestion and improve traffic flow creating a more manageable transport network which should significantly reduce the impact of transport on both the natural and built environment.

Do nothing option

Do nothing option: Assume LTP3 will not go ahead				
SEA objectives	Impact of option	Appraisal summary	Probability	
			High	Med
Biodiversity				
<p>Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.</p> <p>Will the plan...</p> <p>Include actions that cause changes in habitat fragmentation or habitat loss?</p> <p>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?</p> <p>Include actions that help reach targets or compromise targets of the local BAPs?</p> <p>Include actions that affect Natura 2000 sites, SSSIs or other designated sites?</p>	<p>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. Without active management it can be assumed that some habitats and species at least will continue to decline. In addition, in the absence of the LTP3, traffic levels will continue to rise with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025, which will threaten biodiversity through growing levels of pollution. Climate change is likely to result in changes to biodiversity such as in the distribution of species, in species composition of habitats, effects of drier/hotter summers and wetter/warmer winters, land use changes and seasonal changes. These effects are uncertain as some will be positive and some negative, and will depend on the exact nature of changes to the climate.</p>	?	N/A	
Land, soil and water resources				
<p>Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.</p> <p>Will the plan...</p>	<p>Transport can have impacts on sensitive watercourses and soil if drainage is not adequate. In the absence of measures in the LTP3 and with flooding from highway drains becoming more common under climate change scenarios as winters especially become wetter, this issue is likely to get worse. This could lead to water quality standards not being met.</p>	-	X	

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
<p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p> <p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>					
Air quality and environmental pollution					
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p>	<p>According to local authority air quality monitoring, air pollution in Wiltshire has been improving in the last few years. However, in the absence of a transport strategy, traffic levels and congestion are likely to rise, with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025. However, forecast improvements in vehicle technology (as dictated by the European emissions standards) may ameliorate some of the impact on air quality. Despite this, air pollution from traffic is likely to rise and this will particularly impact on those areas that are designated as AQMAs and on other main towns.</p>	<p>-/-</p> <p>Minor negative in rural areas</p> <p>Major negative in urban areas</p>			X

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?					
Climatic factors					
Reduce the contribution of the transport system to CO2 emissions.					
Will the plan...					
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	In the absence of a transport strategy, traffic levels and congestion are likely to rise, meaning CO ₂ emissions are likely to increase. The county is likely to experience a number of changes due to climate change such as warmer wetter winters, more stormy weather and hotter summers. This will have numerous effects on the transport system (related to drainage, maintenance and issues with the impact of heat on road surfaces). As statutory highway and bridge maintenance duties will continue in the absence of the plan, it is assumed that some measures will be implemented to ameliorate the effects, thus reducing the effect from major to minor negative.				X
Ensure that the transport system can cope with the unavoidable effects of climate change.					
Will the plan...					
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	In the absence of the funding from LTP3, adaptation actions are unlikely to be fully funded.				X

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
Historic Environment					
Conserve and enhance features and areas of historical and cultural value.	Wiltshire contains a wealth of important sites and buildings – some with local historic or architectural interest, others with internationally designated status. Transport can have negative effects on the townscape and heritage of the settlements it passes through. In the absence of the LTP3, most roads in the main towns will experience increases in traffic, with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025 thus increasing the impact on heritage assets. However, this may be partly offset by a reduced impact from new infrastructure that would have been implemented through the LTP3. Also, in the absence of the LTP3, maintenance schemes are much more likely to use standard materials which would not enhance the character of the streets.				
Will the plan...					
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?					
Conserve and enhance archaeological sites and features.					
Will the plan...					
Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?		--			X
Landscapes and townscapes					
Protect and enhance the quality of Wiltshire's landscapes.	Although it is possible that public transport, walking and cycling infrastructure will be included within medium-large scale new developments, in the absence of the LTP3 it is less likely to be consistent with an overall plan and strategy. Also, it is less likely that infrastructure improvements will be included to support existing developments. In the absence of this necessary infrastructure to support development in the main towns and journey times, congestion, negative impacts on communities and townscape are all likely to increase. This is especially the case in main towns such as Bradford on Avon, Chippenham,				
Will the plan...					
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?		--			X
Help reduce the impact of transport and improve the quality of urban and rural centres.					

Do nothing option: Assume LTP3 will not go ahead				
SEA objectives	Impact of option	Appraisal summary	Probability	
			High	Med
<p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Devizes, Salisbury and Trowbridge as development goes ahead without supporting infrastructure. This is likely to have a major negative effect.</p> <p>A large proportion of Wiltshire is protected landscape or green belt (70%). Transport can affect landscape in a number of ways and transport is having a detrimental effect on a number of countryside character areas. It is assumed that traffic levels will increase in the future, with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025. Without the actions in the LTP3, it is assumed that the negative impact of transport on landscape will increase as traffic will increase.</p>			Low
Population				
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Access to services in Wiltshire is poor in many rural areas for people without a car. Without the measures taken forward as part of the LTP3, accessibility levels will decline as public and community transport services are withdrawn. This is likely to be a long term effect (but reversible if conditions change with regards to accessibility) and will have a major negative effect.</p> <p>Travel by different age groups and social groups can be very different and provision needs to be tailored more effectively. In the absence of measures taken forward as part of the LTP3, accessibility levels will decline for all groups.</p>	--	X	

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
Healthy communities					
Reduce the need/desire to travel by car and encourage physical modes of transport.	<p>There is uncertainty related to how much noise is likely to change in the future because traffic modelling has not been carried out. However, congestion and traffic levels are likely to rise in the towns, with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025 (causing some increase in noise nuisance). People may also start to deviate from common routes (in an attempt to avoid congestion) and this may increase traffic in more residential areas (thus increasing noise). This is likely to be a long term effect (but reversible if traffic conditions change in the future). However, it is only likely to be significantly negative in areas where traffic increases over 10% or the percentage of HGVs increases. This is likely to be a small proportion of the county so this has been marked as negative (but not significantly negative).</p>	-		X	
Will the plan...					
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	<p>According to Wiltshire Council's casualty monitoring, overall there are decreasing road casualties and road deaths on Wiltshire's roads. The severity of car accidents may decrease in the longer term due to improved vehicle design and increased awareness of safety issues. However, in the absence of measures in the LTP3, vehicle miles will increase with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025 (potentially increasing the number of accidents). Therefore, the number of accidents might increase in the absence of the LTP3 but their severity may decrease due to changes in vehicle design.</p>	-		X	
Reduce the noise impact of the transport system.					
Will the plan...	Reduce the amount of traffic in tranquil areas?				
Reduce the amount of traffic in tranquil areas?					
Affect sensitive receptors within 200m of a noise change?	Affect areas adjacent to habitats where sensitive species breed?				
Affect areas adjacent to habitats where sensitive species breed?					
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?	Reduce the adverse effects of transport on safety.	-	X		
Reduce the adverse effects of transport on safety.					

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>					
Inclusive communities					
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p> <p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p> <p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Bus journey time reliability is likely to decrease in the absence of measures in the LTP3 and rising congestion. Community severance is caused by large volumes of traffic in many areas of the county. In the absence of the LTP3, traffic is likely to increase (especially in larger towns), with car usage in Wiltshire expected to rise from 17% - 28% from now until 2025, and severance in these communities is likely to increase. Without the measures put forward in the LTP3, traffic levels and severance are likely to increase.</p>	--		X	
		-		X	
		-		X	

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?					
Transport					
Reduce the need to travel, and promote sustainable travel modes of transport.	In the absence of the LTP3, some public transport infrastructure will not be put in place. This is likely to be significantly negative in more rural areas (where commercial services do not operate) but less negative in urban areas.	Public transport -- = rural areas - = urban areas Walking and cycling - = rural areas -- = urban areas			
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	In the absence of the LTP3, traffic levels will rise and the high levels of congestion and delay on the network could persuade more people to walk and cycle in some places. However, the significantly increased levels of traffic in many places may mitigate against this by making the walking and cycling environment unpleasant (especially in urban areas). Future changes in climate may also make the weather more inclement and numbers walking and cycling are expected to decrease.		X		
Economy and enterprise					
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Network management duties under the Traffic Management Act 2004 including civil parking enforcement will continue. However, despite network management duties remaining, it would be increasingly difficult to manage routes effectively in the face of increased traffic growth and congestion. Only maintaining transport assets to a statutory minimum level would increase the maintenance backlog. This				
Will the plan... Help to manage routes effectively in order to maintain journey times?					X

Do nothing option: Assume LTP3 will not go ahead					
SEA objectives	Impact of option	Appraisal summary	Probability		
			High	Med	Low
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p> <p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>is likely to be a long term effect (but reversible if enhanced maintenance is provided in the future) and will be significantly negative.</p> <p>Without the LTP3, there will be less investment in transport infrastructure. Without this investment the future baseline will fail to support the spatial strategy by failing to support development in key towns. This is especially the case in the main towns as growth continues but without supporting transport infrastructure. This is likely to be a long term effect (but reversible if infrastructure is provided in the future) and will be significantly negative.</p> <p>In the absence of the LTP3, there will be no measures to encourage alternatives to road freight and no encouragement to freight users to use advisory routes and the impact of this freight traffic will worsen. This is likely to be a long term effect (but reversible if action is taken in the future) and will be significantly negative.</p>	<p>--</p> <p>-</p>		X	
Summary:					
<p>In the absence of LTP3 the future baseline will have many negative effects on the SEA objectives as traffic levels and miles driven continue to grow causing many adverse consequences, including increased amounts of congestion and pollution. Consequently CO2 levels and air pollution are likely to rise in the absence of LTP3 measures to encourage and promote sustainable travel. Climate change could have a profound effect on the transport system as weather patterns intensify bringing warmer and wetter winters, more stormy weather and hotter summers. However as highway and bridge maintenance will continue in the absence of the plan there will be some amelioration of the effects.</p> <p>Access to services will rapidly decline especially in the rural and poorer areas of the county as transport services are withdrawn. Congestion will affect bus punctuality and journey time reliability will decline which not only has direct consequences but which will also alter people's perception of public transport. Community severance will become worse making cycling and walking less likely.</p>					

Appendix D Evaluation of the draft plan

1. SEA Topic: Biodiversity

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
1. BIODIVERSITY 1: To protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.	<ul style="list-style-type: none"> 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 effects where there are no known mitigation techniques? Include actions that affect Natura 2000 sites, Sites of Special Scientific Interest (SSSIs) or other designated sites? 	<ul style="list-style-type: none"> Condition of SSSIs National Indicator (NI) 197: Improved local biodiversity, proportion of sites where positive conservation management has been or is being undertaken.

The effect of the draft plan on Biodiversity			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	The plan includes objective SO3 which seeks to reduce the impact of transport on the natural environment, however, there is possible conflict with objective SO17 which seeks to improve access to the countryside which may have adverse consequences for wildlife.	+/-	Enhancement - Increased clarity as to what natural environment means. Mitigation - Change SO17 to include sustainable transport access.
Implementation plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is also only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the	?	Mitigation - Full SEA to be carried out once a more detailed plan is available. However, schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on Biodiversity

	<p>scale, with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on biodiversity, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>		
Freight	<p>Parking and Rail development are based upon existing land take. Road verge erosion could be reduced in some areas with the introduction of the 'Access' level of freight routing and associated routing information.</p>	+	
Parking	<p>While new council car parks (including Park & Ride sites) are not being proposed as part of the strategy, the move to minimum residential parking standards will lead to a greater land take requirement for parking in new housing developments. Also, any reductions in parking stock as a result of Policy PS6 could have biodiversity implications depending on redevelopment proposals.</p>	O	<p>A comment on environmental mitigation measures (e.g. use of permeable surfaces) should be included in the strategy.</p>
Public Transport	<p>The overall strategy could have a positive impact on biodiversity because policies seek to encourage modal shift and a reduction in private car use and thus an improvement in environmental conditions.</p> <p>It is possible there could be some road verge removal to make way for bus shelters/stops, and lighting on bus shelters can also affect bats.</p>	+/-	<p>Mitigation - In rural areas bus shelters that have lighting should be sensitive to the movement of people and only switch on when there is a person present. This should then have minimal impact on habitats and species.</p>
Road Safety	<p>The strategy seeks to improve safety and reduce speeds on Wiltshire's roads. This may be through such interventions as junction improvements or traffic calming measures. These may involve roadside verge removal, which has the potential to have direct impacts on wildlife and habitats. The removal of verges would probably not be a common occurrence and therefore is not deemed to be a significant negative.</p>	-	<p>Mitigation - Where verge removal is proposed mitigation would include consultation with an ecologist who may suggest landscape planting which would replace habitat lost with time and also reinstatement of verges with stored topsoil.</p>

Assessment conclusions - Biodiversity

Cumulative effects, synergistic or secondary effects:

Temporary construction sites can affect local biodiversity. More permanent changes or construction of transport infrastructure could result in more lasting habitat fragmentation and loss. Where this is the case mitigation measures will be proposed. For example this may occur where new car parks are proposed.

Reducing the need to travel and modal shift both help to improve air quality and can have a positive secondary effect on biodiversity. Modal shift is most likely to occur where a range of measures are implemented. Improvements to cycling and walking infrastructure and enhancement of passenger transport will encourage some modal shift but where this is combined with other measures to reduce and manage traffic modal shift will be more significant. Such measures include freight management measures, demand management, (such as car park charging) and improvements to the public transport network. A part or full withdrawal of all or some passenger transport services will likely result in an increase in private vehicle trips, which in turn will increase amounts of air pollution. Reduced traffic levels also help to reduce wildlife casualties.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on biodiversity will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

With the information provided the plan has no significant positive or significant negative effects on biodiversity. On the whole the plan performs well against the SEA objectives, both individually and collectively and largely seeks to reduce the impact of transport on the natural environment, which is assumed to include biodiversity, through traffic management and modal shift measures. There is one minor negative for road safety and a partial minor negative for public transport where there is a possibility (budget dependent) that roadside verge removal may take place as a result of junction improvements and to make way for bus shelters/stops. There is also the possibility that lighting from bus shelters can have a negative impact on bats, birds and other mammals. However where this may take place is not known and therefore a full assessment cannot be made at this stage, but broad mitigations measures have been suggested.

2. SEA Topic: Land, soil and water resources

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
2. LAND, SOIL AND WATER RESOURCES		
2A: To reduce soil contamination and safeguard soil quality and quantity and minimise the impact of the transport system on water resources.	<ul style="list-style-type: none"> 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? 	<ul style="list-style-type: none"> River quality
2B: To ensure that Greenfield sites and quality agricultural land is avoided for development and infrastructure.	<ul style="list-style-type: none"> Will it reduce the need to develop areas of agricultural land and Greenfield sites? 	

The effect of the draft plan on Land, soil and water resources

Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually.</i>	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	(Objectives 2A&2B)The plan includes objective SO3 which seeks to reduce the impact of transport on the built and natural environment, however objective SO17 seeks to improve access to the countryside which could have a detrimental effect on land take.	+/-	Enhancement - More clarification of the natural environment is required. Mitigation - Change SO17 to include sustainable transport access
Implementation plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is also only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested 4 different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes, at the other end of the scale the £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.	?	Mitigation - Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on Land, soil and water resources

	At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on biodiversity, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.		
Freight	Parking and Rail development are based upon existing land take, therefore no significant effects.	O	
Parking	(A) No significant effects. (B) While new council car parks (including Park & Ride sites) are not being proposed as part of the strategy, the move to minimum residential parking standards will lead to a greater land take requirement for parking in new housing developments.	-	Mitigation - Further emphasis on the use of unallocated communal parking should be considered as part of the approach to residential parking. More generally, a comment on environmental mitigation measures (e.g. use of permeable surfaces) should be included in the strategy.
Public Transport	(A, B & C) There are no predicted significant effects on soil, water pollution or Greenfield land take.	O	
Road Safety	(A) No significant impacts. (B) The policies within this strategy may involve engineering works, such as junction improvements and traffic calming, which could result in the loss of road verges and other Greenfield land take. This will have a direct impact on environmental conditions and may have some effect on the species which occupy the area. In comparison to other Greenfield land take this is insignificant and therefore has been scored a minor negative.	-	Mitigation - Habitat creation and enhancement opportunities should be used wherever possible.

Assessment conclusions - Land, soil and water resources

Cumulative, synergistic and secondary effects:

Temporary construction effects have the potential to impact on soil and water resources, i.e. this may occur where new car parks are proposed. Where this does occur or is likely mitigation measures will be proposed at the scheme level. Reducing the need to travel and encouraging modal shift will not only directly help to improve air quality but as a secondary effect soil and water quality is likely to improve also, particularly as result of reduced acidification.

There are no cumulative effects overall in respect of land, soil and water resources.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on land, soil and water resources will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan, either on its own or in combination with other plans or programmes, has no significant positive or significant negative effects on land, soil and water resources. On the whole the plan performs well against the SEA objectives, and largely seeks to reduce the impact of transport on the natural environment, through traffic management and modal shift measures. Minor negative impacts include the potential for new council car parks (including Park & Ride sites) and the move to minimum residential parking standards which can lead to a greater land take requirement for parking, the potential for road safety (budget dependent) junction improvements and SO17 objective to improve access to the countryside may have a larger land take requirement. However where this may take place, if at all, is not known and therefore a full assessment cannot be made at this stage.

3. SEA Topic: Air quality and environmental pollution

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective		Decision making criteria	Useful indicators
3. AIR QUALITY AND ENVIRONMENTAL POLLUTION			
3: To reduce the negative impacts of the transport system on air quality	<ul style="list-style-type: none"> Will it cause any changes in traffic that affects 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 NO _x and PM ₁₀ emissions through local authority's estate and operations.	

The effect of the draft plan on air quality and environmental pollution			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	A number of objectives seek to improve air quality, particularly SO11 which aims to reduce the level of air pollutant.	+	
Implementation Plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is also only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £.1m to £.4m. At best the plan, i.e. £.4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale, with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.	?	Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on air quality and environmental pollution

	At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on air quality and environmental pollution, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.		
Freight	Proposed Strategic freight routes through known AQMA's in Marlborough, Westbury and Salisbury. These conflicts are known and exist because no other viable routing alternative is applicable other than the current strategic route.	-	Mitigation - Working Group exists for each allocated AQMA to investigate mitigation and reduction of air quality issues.
Parking	The introduction of charging at most council car parks should help to reduce car trips by a small degree and provide some limited encouragement for people to use sustainable modes. The designation of Salisbury in Band 1 with the highest parking charges should particularly assist in meeting local air quality management area objectives. Improving parking at railway stations could also be positive if it helps persuade people to switch to more sustainable modes.	+	Enhancement - The adoption of the radical parking charges option would provide the most beneficial impact on air quality and environmental pollution, particularly in Salisbury.
Public Transport	The overall strategy seeks to encourage travel by more sustainable modes and reduce the need to travel by car. If successful in promoting modal shift this could reduce emissions by air and improve air quality. However, funding difficulties make it more likely that older buses (which are more polluting) will continue to be used. It is not possible with the information available to judge how these two factors will inter-relate so the strategy has been scored as uncertain.	?	Mitigation - Measures required to upgrade older vehicles. Older vehicles tend not be as efficient as newer vehicles on the market such as those with Euro 5 or 6 engines. This could be as grants to operators or a enhanced network of bus lanes to allow more efficient operation of vehicles.
Road Safety	Engineering methods, such as junction improvements, may assist the smooth flow of traffic which can help reduce pollution and improve air quality. However certain 'stop-start' measures, such as some traffic calming schemes, generally cause more emissions and pollution. Safer roads may encourage some modal shift as people start or increase their walking and cycling levels thus reducing harmful pollutants from vehicles.	+/-	Mitigation - Any measures which may increase pollution should be fully tested (and options which may be less harmful should also be tested) especially in areas already subject to high levels of pollution.

Assessment conclusions - Air quality and environmental pollution

Cumulative, synergistic and secondary effects:

In order to improve local air quality and reduce environmental pollution modal shift is required. This will reduce vehicles on the network and will reduce congestion and allow for freer flowing traffic, reducing harmful vehicle outputs. The measures which endeavour to achieve this directly are those that offer improvements to the public transport network and discourage use of the car such as car park charging.

However, these measures could also make roads more attractive to car drivers and thus increase traffic levels, which could potentially undo the benefits of any modal shift and freer flowing traffic. Therefore demand management measures to reduce car use may also need to be implemented in order to reduce a return to congestion in any "freed up" road space.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on air quality and environmental pollution will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on air quality and environmental pollution. Whilst the overall strategy (especially SO11) has the potential to improve air quality, a number of the proposed strategies have a negative or uncertain effect on air quality. For instance, there are some proposed freight routes through AQMAs, Westbury, Marlborough and Salisbury, and the lack of detail in the Implementation Plan means that its effects are uncertain at this stage. Whilst overall the public transport strategy seeks to encourage modal shift, there is some uncertainty regarding the use of older vehicles and the impact this may have on air quality. Uncertain funding means it is not possible to pass judgement as to whether these vehicles are likely to be replaced. Some road safety measures, such as some traffic calming measures, can also have a negative impact on air quality, where this is the case mitigation will be suggested.

4. SEA Topic: Climatic factors

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
4. CLIMATIC FACTORS		
4A: To reduce contribution of the transport system to CO ₂ emissions.	<ul style="list-style-type: none"> Will it cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO₂ which would assist in meeting the target of reducing the amount of carbon dioxide produced? 	<ul style="list-style-type: none"> NI185: CO₂ from local authority operations. NI 186: Per capita CO₂ emissions in the local authority area.
4B: To ensure that the transport system can cope with the unavoidable effects of climate change.	<ul style="list-style-type: none"> Will it reduce the unavoidable effects of climate change? 	<ul style="list-style-type: none"> NI 188: Adapting to climate change.

The effect of the draft plan on Climatic factors			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually.</i>	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	(4A&4B) The plan includes two specific objectives related to climate factors, SO11 aims to reduce CO ₂ emissions and SO16 seeks to improve the resilience of the transport system to impacts such as adverse weather and climate change.	+	
Implementation Plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale, with a £1m budget, the focus of the plan will be about	?	Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on Climatic factors

	<p>maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on climatic factors, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>		
Freight	<p>(A) Proposed Access freight routing could in some instances promote longer distances adding to an overall negative impact on CO₂ emissions. However, generally, routes will attempt to avoid sensitive areas and the route choice will have considered the suitability, environmental and safety aspects of the route in the inclusion of the advisory network through the freight action plan.</p> <p>(B) No significant impacts</p>	O	
Parking	<p>(A) The introduction of charging at most council car parks will help to reduce car trips by a small degree and provide some limited further encouragement for people to use sustainable modes.</p> <p>(B) No significant effects</p>	+	<p>Enhancement - The adoption of the radical parking charges option would provide the most beneficial impact on climatic factors.</p>
Public Transport	<p>(A) The overall strategy seeks to encourage travel by more sustainable modes and reduce the need to travel by car. This may lead to a reduction in CO₂ emissions. However, funding difficulties make it more likely that older buses (which are more polluting) will continue to be used. It is not possible with the information available to judge how these two factors will inter-relate so the strategy has been scored as uncertain.</p> <p>(B) In the event of extreme weather Emergency Planning will ensure a continued operation of service where possible. Climate change may make it important to provide shade to people waiting for buses. However, the strategy does not tackle this issue.</p>	?	<p>Mitigation - Measures required to upgrade older vehicles. Older vehicles tend not be as efficient as newer vehicles on the market such as those with Euro 5 or 6 engines. This could be as grants to operators or a enhanced network of bus lanes to allow more efficient operation on vehicles.</p> <p>Mitigation - Consider the possibility of providing bus shelters that offer suitable shade.</p>
Road Safety	<p>(A) Engineering measures, such as junction improvements, may assist the smooth flow of traffic which can help reduce CO₂ emissions. However certain 'stop-start' measures, such as some traffic calming schemes, generally causes more emissions. Safer roads may encourage modal shift</p>	+/-	<p>Mitigation - Any measures which may increase emissions should be fully tested (and options which may be less harmful should also be tested) especially in areas already subject to high levels of emissions.</p>

The effect of the draft plan on Climatic factors

	as people start or increase their walking and cycling levels thereby helping to reduce emissions from vehicles. (B) No significant effects.	
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Assessment conclusions - Climatic factors

Cumulative, synergistic and secondary effects:

The cumulative effects of LTP3 implementation on CO₂ emissions have the potential to be significantly positive but this will depend on levels of modal shift away from the private motor car to more sustainable modes of transport. As well as this, if policies to reduce the need to travel are made in the local development framework there is further potential to reduce emissions. The measures which endeavour to achieve this directly are those that offer improvements to cycling infrastructure and the walking network as well as improvements to the public transport network. Clearly the more radical the measure the more significant the modal shift is likely to be. Greater modal shift may also be achieved by making improvements to the road network through various management techniques and measures. This importantly includes freight management; freight can be very intimidating for cyclists and pedestrians and can deter both these forms of transport. The cumulative effects of reductions in freight and the implementation of cycling and walking infrastructure are likely to encourage much greater levels of modal shift. However, these measures could also make roads more attractive to car drivers and thus increase traffic levels, which potentially undo the benefits of modal shift and freer flowing traffic. Therefore demand management measures to reduce car use may also need to be implemented in order to reduce a return to congestion in any "freed up" road space.

No cumulative effects have been identified in relation to adapting to climate change.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on climatic factors will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on climatic factors. Whilst the overall strategy has two objectives, SO11 and SO16, specifically aimed at reducing CO₂ emissions and making the transport system more resilient to climate change, some of the proposed strategies may have a negative or uncertain effect on climatic factors. The lack of detail in the Implementation Plan means that its effect on the plan is uncertain at this stage. The public transport strategy also has an uncertain effect, primarily due to unknown funding levels and the consequence this may have on renewing ageing

Assessment conclusions - Climatic factors

vehicles which can produce more emissions. Some road safety measures, such as traffic calming schemes, are also known to produce more emissions. Where this is the case mitigation will be suggested. On the positive side, parking charges, safer roads and improvements to public transport should all help to induce modal shift, thus reducing CO₂ emissions.

5. SEA Topic: Historic environment

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective		Decision making criteria		Useful indicators
5. HISTORIC ENVIRONMENT				
5A: To conserve and enhance features of historical and cultural value.	Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure?	<ul style="list-style-type: none"> Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure? 	Will it cause a change in traffic flow/nature that will affect townscape, sites and monuments valued for cultural and historic heritage?	Number of listed buildings lost through development.
	5B: To conserve and enhance archaeological sites and features.	<ul style="list-style-type: none"> Will it cause a change in traffic flow/nature that will affect townscape, sites and monuments valued for cultural and historic heritage? 		

The effect of the draft plan on Historic environment				
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually for each strategy.</i>	Significance of the effect	Suggested mitigation and enhancement measures	Mitigation - Where junction improvements are added these need to be sympathetic to surrounding environments.
Overall strategy	(5A&5B) A number of objectives seeks to reduce the impact of the transport system on the historic environment, particularly SO3 which considers the built environment and SO7 which aims to enhance Wiltshire's public realm and streetscene. However, there is the possibility of some conflict with SO4 which may involve the addition of junction improvements to minimise traffic delays and disruption which could have a negative impact on the historical environment.	+/-		
Implementation Plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is also only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the	?		Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on Historic environment

	<p>scale with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on the historic environment, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>		
Freight	<p>(A &B) Proposed Access routes attempt to route freight traffic away from sensitive areas, sites and monuments.</p> <p>Freight parking sites are on or close to the strategic network and away from sensitive and urban areas.</p>	+	
Parking	<p>(A&B) The introduction of charging at most council car parks will help to reduce car trips by a small degree and provide some limited further encouragement for people to use sustainable modes. Beneficial impacts will be most felt in the market towns and particularly in Salisbury where the highest charges are being proposed.</p> <p>The enforcement of parking restrictions will also be positive in enhancing streetscapes. However, there is the danger that there may be an adverse impact on streetscenes if people choose to park in nearby streets rather than pay the charge. Policy PS3 states that local environmental conditions will be considered in settling parking charges.</p>	+/-	<p>Mitigation -The adoption of the radical parking charges option would provide the most beneficial impact on the historic environment. Controlled parking schemes need to be considered where commuter/shopper parking is redistributed onto inappropriate streets.</p>
Public Transport	<p>(A&B) As one of the strands of the overall strategy is to encourage modal shift and reduce car travel there should be a consequent reduction in emissions and improvements to air quality. This should have positive impacts on certain historic buildings as well as improving the overall "ambience" of the local environment. Uncertainty regarding the use of older vehicles, as result of funding uncertainties, could have a negative impact on historic buildings. However, this issue is currently uncertain as it is not known how many operators will continue to rely on older vehicles. Any required infrastructure could also have a negative impact on streetscene, however the lack of funding for infrastructure means this is unlikely to be a significant impact.</p>	?	<p>Mitigation:</p> <ul style="list-style-type: none"> • Operators may need some financial assistance or incentive to purchase newer less polluting vehicles. • Infrastructure should be in keeping with the local environment where possible.

The effect of the draft plan on Historic environment

<p>Road Safety</p>	<p>(A&B) The overall strategy seeks to lower speeds and improve safety. This in turn could encourage some modal shift and increases levels of cycling and walking which will have an indirect benefit to the surrounding local historic environment, through less pollutants entering the atmosphere and improvements to traffic flow and nature, which will positively affect the historic environment.</p> <p>Road safety infrastructure, such as speed cameras, could have a negative impact on the historic environment and streetscene.</p>	<p style="text-align: center;">+/-</p>	<p>Mitigation:</p> <p>Planning consent will be sought using the appropriate channels, and where necessary conservation areas consent will be gained. Each case will be consider on an individual basis and where practicable the appropriate use of building materials will be used.</p>
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Assessment conclusions - Historic environment

Cumulative, synergistic and secondary effects:

Historic landscapes, townscapes and environments are likely to be affected by the introduction of unsympathetic infrastructure. Temporary construction also have the potential to impact on local archaeological sites. Where this occurs local mitigation measures will be proposed.

Reductions of traffic in historic settlements and environments will benefit the historic character of these settlements and may result in secondary effects on heritage assets as result of improved air quality and reductions in vibration. Shared deliveries would help to reduce the size and numbers of HGV's entering areas of historic, cultural and archaeological value as well as helping to encourage walking and cycling through less intimidation.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on the historic environment will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on the historic environment. However the assessment has noted the following, transport objective, SO4, and some road safety measures have the potential to introduce junction improvements and other transport infrastructure into the historic environment all of which can have a negative impact. Where this is the case, mitigation will be carried out at the scheme level. Whilst the parking strategy largely seeks to reduce the the impact of transport through trip reduction there is a danger that people choose to park in nearby streets which can have an adverse impact on historic areas. The freight strategy seeks to route traffic away from sensitive areas.

6. SEA Topic: Landscapes (and townscapes)

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
6. LANDSCAPES (AND TOWNSCAPES)		
6A: To protect and enhance the quality of Wiltshire's landscapes.	<ul style="list-style-type: none"> Will it cause changes in traffic flow/nature in areas valued for landscape character? Will it include the introduction of traffic to tranquil areas? 	
6B: To help reduce the impact of transport and improve the quality of urban and rural centres?	<ul style="list-style-type: none"> Will it reduce traffic levels, congestion or the nature of traffic in residential areas/towns/ and village centres? Will it cause changes that reduce the impact of transport on the townscape, which may include changes to highway signage, lighting, street furniture or introduce features that enhance the character of towns? 	

The effect of the draft plan on Landscapes (and townscapes)			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually for each strategy.</i>	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	(6A&6B)The plan includes objective SO3 which seek to reduce the impact of transport on the built and natural environment, and SO7 which aims to enhance Wiltshire's public realm and streetscene. Some possible conflict with SO4 which may introduce some junction improvements to minimise traffic delays and improve journey time reliability which could have detrimental effect (if not planned sensitively), particularly on rural centres.	+/-	Mitigation - Where junction improvements are added these need to be sympathetic to surrounding environments by seeking to use designs and materials which reflect the local environ.
Implementation Plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £.1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre	?	Mitigation - Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on Landscapes (and townscapes)

	<p>accessibility and implement traffic management schemes. At the other end of the scale with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on the landscapes and townscapes, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>		
Freight	<p>(A&B) Proposed Access routes attempt to route freight traffic away from sensitive areas, sites and monuments. Freight parking sites are on or close to the strategic network and away from sensitive and urban areas.</p>	+	
Parking	<p>(A) No significant impact on Wiltshire's landscape.</p> <p>(B) The introduction of charging at most council car parks will help to reduce car trips by a small degree and provide some limited further encouragement for people to use sustainable modes. Beneficial impacts will be most felt in the market towns and particularly in Salisbury where the highest charges are being proposed. The effective enforcement of parking restrictions will be positive in enhancing streetscenes. However, there is the danger that there may be an adverse impact on streetscenes if people choose to park in nearby streets rather than pay the charge. Policy PS3 states that local environmental conditions will be considered in setting parking charges.</p>	+/-	<p>Mitigation - The adoption of the radical parking charges option would provide the most beneficial impact on townscapes. Controlled parking schemes need to be considered where commuter/shopper parking is redistributed onto inappropriate streets.</p>
Public Transport	<p>(A) No predicted significant effects on the overall quality of Wiltshire landscapes. However, through the encouragement of modal shift there could be a reduction in traffic levels and improvements to congestion which will have a positive benefit to townscape, and urban and rural centres. Although this is likely to be a minor effect given funding issues.</p>	+/-	<p>Mitigation - Infrastructure etc should be in keeping with the local environment where possible by seeking to use materials which reflect the surrounding environment.</p>

The effect of the draft plan on Landscapes (and townscapes)

	(B) There is a possibility that new infrastructure and signage etc may have a minor negative impact on townscape and streetscene.		
Road Safety	<p>(A) No significant impact.</p> <p>(B) The overall strategy seeks to lower speeds and improve safety. This could encourage modal shift and increase levels of cycling and walking which may result in improvements to traffic flow and nature.</p> <p>Road safety infrastructure, such as speed cameras and vehicle activated road signs could have a negative impact on the historic environment and streetscene.</p>	+/-	<p>Mitigation - Planning consent will be sought using the appropriate channels, and where necessary conservation areas consent will be gained. Each case will be considered on an individual basis and where practicable appropriate use building materials will be used which effect the surrounding environment.</p>

Assessment conclusions - Landscape (and townscapes)

Cumulative, synergistic and secondary effects

Reducing the need to travel and encouragement of modal shift to more sustainable modes of transport is likely to result in landscapes and townscapes being relieved of high levels traffic to some extent. The extent of this is dependent on levels of modal shift. Demand management which "lock-in" any reductions in traffic could provide opportunities for enhancing townscapes and increase the quality of the public realm. Cumulative effects for townscapes should be positive assuming there is some degree of modal shift. The cumulative effects on landscapes and its associated tranquillity are less certain as improvements within the road corridors could result in increased levels of traffic if travel along trunk roads is made both faster and safer.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on landscapes and townscapes will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan, either on its own or in combination with other plans or programmes, has no significant positive or significant negative effects on landscapes and townscapes. However the assessment has noted the following transport objective, SO4, and some road safety measures have the potential to introduce junction improvements and other transport infrastructure which can have a negative impact. Where this is the case mitigation will be carried out at the scheme level. Whilst the parking strategy largely seeks to reduce the the impact of transport through trip reduction there is a danger that people choose to park in nearby streets which can have an adverse impact on townscapes. The freight strategy also seeks to route traffic away from sensitive areas.

7. SEA Topic: Population

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
7. POPULATION		
7: To provide everyone with the opportunity to access key services.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> NI 175: Access to services and facilities by public transport, cycling and walking. NI 198: Children travelling to school - mode of transport usually used.

The effect of the draft plan on population			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	The plan includes three objectives specifically aimed at improving access to services: SO2 seeks to provide, support and promote a choice of sustainable transport alternatives; SO5 aims to improve sustainable access to a full range of opportunities particularly for those without access to a car; and SO15 seeks to reduce the barriers to transport and access for people with disabilities.	+	
Implementation Plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale with a £1m budget, the focus of the plan will be about	?	Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.

The effect of the draft plan on population

	<p>maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on the landscapes and townscapes, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>		
Freight	<p>There are no predicted significant effects.</p>	O	
Parking	<p>The introduction of charging at most council car parks provides some limited further encouragement for people to use sustainable modes. In doing so, this should increase the viability and supply of public transport services.</p> <p>Two policies are particularly relevant:</p> <ul style="list-style-type: none"> ● Policy PS2 'Managing the Council's Parking Stock' states that adequate provision will be made for Blue Badge parking; and ● Policy PS13 'Improving Access and Use' stipulates that mobility impaired parking is to be provided in line with recognised national guidance. <p>In addition, bus stops, taxis and Blue Badge parking are allocated the three top positions respectively in the hierarchy of kerb space users.</p>	+	
Public transport	<p>Some level of uncertainty with the strategy as it stands, due to unknown funding levels. However overall access opportunities will be greater than the 'do nothing' option. At best the strategy will seek to provide greater opportunities for access to key services, failing this it will seek to maintain current access opportunities and at worst transport services may be thinned rather than removed. Therefore the strategy has been scored as uncertain. It is not possible to assess how access for different groups will change because of the lack of detail in the strategy.</p>	?	<p>Mitigation - As knowledge of funding becomes available it will be possible to consider the effect of the option against the SEA objectives.</p>

The effect of the draft plan on population

Road safety	<p>As this strategy seeks to improve road safety there will be some likely resulting modal shift, this is likely to reduce some community severance and improve access to key services.</p> <p>As well as this, the strategy will work with a wide range of services and cover a number of different actions, this may include working with schools, local communities, the emergency services and local transport stakeholder groups. This will allow large and diverse sections of society to become involved in decision making and action plans thus creating greater equality of opportunity.</p> <p>This has been scored as a minor positive because of the level of resources assigned.</p>	+	
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Assessment conclusions - Population

Cumulative, synergistic and secondary effects

Significant positive cumulative effects have been identified. Enhancing the improved provision and access to public transport should help to improve access to key services and opportunities for all, particularly for those without access to a private motor car. Measures related to improvements of public transport such as platform steps at railway stations should improve access to the transport system for groups such as the disabled and elderly, which is especially relevant given the ageing population within Wiltshire and the south-west. Interventions to reduce traffic levels and traffic speed have the potential to reduce community severance. Measures to improve safety, reduce accidents and improve security should result in greater community cohesion.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on the population will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan either on its own or in combination with other plans or programmes has no significant positive or significant negative effects on population. With the exception of freight, on the whole, the strategies largely seek to improve the accessibility of a wide range of services and facilities. This may be through direct measures to increase sustainable public transport or indirectly such as restricting the use of parking through charging policy and/or road safety improvements which can encourage modal shift.

8. SEA Topic: Healthy communities

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
8. HEALTHY COMMUNITIES		
8A: To reduce the need to travel by car and encourage physical modes of transport.	<ul style="list-style-type: none"> Will it lead to an increase in walking and cycling numbers? 	This is linked to LAA indicators NI 56: Obesity, NI121: Circulatory disease, and NI137: Life expectancy.
8B: To reduce the noise impact of the transport system.	<ul style="list-style-type: none"> 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 HGV's or change to the time of traffic? 	
8C: To reduce the adverse effects of transport on safety.	<ul style="list-style-type: none"> Will it lead to a decrease in traffic accidents/accident severity and help meet killed or seriously injured (KSI) targets? 	NI 47: Road accidents.

The effect of the draft plan on Healthy communities

Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually for each strategy.</i>	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	<p>(8A) A number of the plan strategic objectives seek to encourage less travel by car and more travel through cycling and walking, most notably, SO2 and SO5. Other objectives aim to reduce the impact of transport and improve the quality of the environment in way which should encourage walking and cycling, such as SO7, 9, 17 and 18.</p> <p>(8B) Objectives also include those which should reduce the noise impact of the transport system such as SO10 which encourages the efficient and sustainable distribution of freight around Wiltshire.</p>	++	

The effect of the draft plan on Healthy communities

	<p>(8C) There are some objectives which also seek to reduce the adverse effects of transport on safety such as SO9 which aims to reduce the impact of traffic speeds in towns and villages and SO8 which seeks to improve the safety of all road users and reduce the number of casualties on Wiltshire's roads.</p> <p>This has been scored as a significant positive because the strategy positively contributes to all three SEA objectives.</p>		
<p>Implementation Plan</p>	<p>As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on the landscapes and townscapes, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>	<p>?</p>	<p>Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.</p>
<p>Freight</p>	<p>(A) No significant effects on the need to travel by car. (B) Proposed Access routes are routed away from sensitive receptors where this is achievable and therefore scores a minor positive. (C) No significant effects on road safety.</p>	<p>+</p>	
<p>Parking</p>	<p>(A & B) The general removal of free parking from council car parks will provide limited further encouragement for people to take up walking and cycling. This factor combined with the small reduction in trips as a result of increased charging for parking will have a minor beneficial impact on noise levels in the market towns. (C) The effective enforcement of on-street parking and stopping restrictions should be positive for streetscenes and safety, especially for those groups who may struggle to cross roads safely.</p>	<p>+</p>	<p>Enhancement - The adoption of the radical parking charges option would provide the most beneficial impact to achieving healthy communities.</p>

The effect of the draft plan on Healthy communities

Public Transport	<p>(A) The strategy seeks to encourage modal shift which indirectly also encourages walking/cycling to and from bus stops/interchanges and rail stations.</p> <p>(B) However because of funding difficulties it is more likely operators will use older vehicles which will be noisier and therefore may introduce unwanted noise into tranquil areas. However if the numbers of cars decrease this may offset increased noise.</p> <p>(C) No significant effects</p>	+/-	<p>Mitigation - Grants/financial incentives could be offered to transport operators to invest in newer less noisy vehicles.</p>
Road Safety	<p>(A) The strategy aims to improve road safety throughout the county and by doing so should encourage increased levels of walking and cycling.</p> <p>(B) Various measures will have a positive impact on noise levels in tranquil areas, such community speed watch, 20mph restrictions and "walking-to-school" initiatives should help to reduce the number and speed of vehicles in rural communities which also helps to reduce noise levels.</p> <p>(C) The numbers of KSI's has been declining in recent years in Wiltshire and it is the intention of the strategy through various measures for this to continue to be the case.</p> <p>This has been scored as a significant positive because it positively contributes to all three SEA objectives.</p>	++	

Assessment conclusions - Healthy communities

Cumulative, synergistic and secondary effects:

The implementation of road safety measures, especially where there are specific safety concerns should result in fewer serious road accidents and may also encourage more people to walk and cycle in these areas. The encouragement of physical modes of transport such as walking and cycling is also likely where there is appropriate and suitable integration with public transport, especially at interchanges. Improvements in air quality is also likely to encourage some modal shift, this is especially true in Air Quality Management Areas. Where there are significant improvements to the public realm as a result of reduced traffic levels there is also likely to be improvements to the overall well-being of local residents. Reductions of traffic levels in settlements and more rural areas, including town and village centres will result in some reductions in noise levels and vibration. The cumulative effects of LTP3 implementation has the potential to be positive but this is dependent in levels of modal shift to more sustainable modes. Minimal modal shift is likely where stand alone measures to encourage behaviour change are implemented. Freight management and other traffic management measures which seek to reduce the negative effects of transport on the local environment will also encourage modal shift as road networks become more pleasant and less intimidating places to cycle and walk.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on healthy communities will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan indicates that there will be significant positive effects for healthy communities. Both the overall strategy and road safety have the potential to contribute significantly to the strategic transport objectives. Both of these strategies seek to reduce the need to travel by car, either directly and in-directly and both seek to reduce noise and the number of accidents. The Implementation Plan is only able to offer uncertain effects at this stage, whilst the public transport strategy highlights that there is potential for unwanted noise in tranquil areas as older public transport vehicles continue to be used. On the whole the potential to contribute to the SEA objectives for healthy communities is strong.

9. SEA Topic: Inclusive communities

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
9. INCLUSIVE COMMUNITIES		
9A: To increase accessibility to key services, facilities, and retail without the need for a car.	<ul style="list-style-type: none"> Will it provide opportunities to travel without the need for a car? 	
9B: To ensure that where employment opportunities are found there is appropriate accessibility that doesn't involve the use of a car?	<ul style="list-style-type: none"> Will it lead to alternate ways of travel to employment hubs? 	
9C: To reduce the community severance effects of transport.	<ul style="list-style-type: none"> Will it result in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)? 	

The effect of the draft plan on Inclusive communities			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually for each strategy.</i>	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	<p>(8A & 8B) The plan includes a numbers of objectives specifically aimed at improving access to services, including employment: SO2 seeks to provide, support and promote a choice of sustainable transport alternatives, SO5 aims to improve sustainable access to a full range of opportunities particularly for those without access to a car, SO13 seeks to reduce the need to travel by car, and SO15 seeks to reduce the barriers to transport and access for people with disabilities. SO14, 17 and 18 also seek to increase access to services either directly or indirectly.</p> <p>(8C) Objectives SO3, 7, 9 and 10 all aim to reduce community severance, either through direct measures or through indirect measures to reduce the impact of transport system on the built environment.</p> <p>This has been scored as a significant positive because it strongly contributes to all three SEA objectives.</p>	++	

The effect of the draft plan on Inclusive communities

<p>Implementation Plan</p>	<p>As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on the landscapes and townscapes, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>	<p>?</p>	<p>Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.</p>
<p>Freight</p>	<p>(A & B) No significant effects (C) As routes are advisory, minimal impact will be expected at the access route level.</p>	<p>O</p>	
<p>Parking</p>	<p>(A & B) In proposing that charging be introduced to most car parks in Wiltshire, the strategy should further encourage some limited modal shift to public transport and in doing so, help lead to the provision of additional services.</p> <p>(C) Similarly, the parking charge proposals should lead to reduced community severance as a result of lower traffic levels, particularly in the market towns. The effective enforcement of on-street parking and stopping restrictions should be positive for streetscenes and safety, especially for those groups who may struggle to cross roads safely. There should be fewer cars parked inappropriately on footpaths in new residential developments as a result of the proposal to change to minimum residential parking standards.</p>	<p>+</p>	<p>Enhancement - The adoption of the radical parking charges option would provide the most beneficial impact to the achievement of more inclusive communities.</p>
<p>Public Transport</p>	<p>(A) The strategy seeks to make public transport an attractive alternative to the private car for both existing and potential new users. This includes the promotion of community transport in those areas which are not regularly served by more mainstream public transport options. This includes transport for those with disabilities, such as buses with low floor access and the wider availability of taxis with wheelchair access.</p>	<p>+</p>	<p>Enhancement - Because there is some uncertainty regarding improved access to employment hubs, it will be necessary to review this assessment</p>

The effect of the draft plan on Inclusive communities

	<p>(B) Because of the lack of certainty regarding location of interventions it is uncertain whether the strategy will improve access to employment hubs.</p> <p>(C) The strategy would have a positive impact on severance if it helps to reduce traffic levels through modal shift.</p>		once locations of interventions become more definite.
Road Safety	<p>(A & B) The strategy seeks to improve road safety throughout the county, which could indirectly encourage walking and cycling and thus increase access opportunities to services and employment hubs.</p> <p>(C) Education programmes, reducing road speeds and providing traffic calming measures should all serve to reduce community severance.</p>	+	

Assessment conclusions - Inclusive communities

Cumulative, synergistic and secondary effects:

The effective integration of the public transport network and interchanges with walking and cycling is likely to encourage much greater take-up of these modes of travel, and thus reduce the need to travel by car. Similarly enhancement of public transport routes to key destinations will encourage more travel by this mode of transport. Effective integration of transport and spatial planning will also provide significant opportunities to travel to employment opportunities without the need for a car.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on inclusive communities will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan indicates that there will be significant positive effects for inclusive communities. The overall strategy includes a number of objectives which seek to improve accessibility and reduce the need to travel by car. Other strategies, such as parking and public transport also seek to reduce the need to travel by car. Coupled with road safety measures, this should reduce community severance. Overall the strategies positively contribute to the SEA objectives for inclusive communities.

10. SEA Topic: Transport

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
10. TRANSPORT		
10: To reduce the need to travel and promote sustainable travel modes of transport.	<ul style="list-style-type: none"> Will it increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)? 	

Table D.1

The effect of the draft plan on Transport			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	The plan includes a number of objectives which seek to reduce the need to travel and promote sustainable travel modes, such as SO2, SO5, SO13 and SO14.	+	
Implementation Plan	As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money if any being allocated for improving and implementing sustainable transport measures and schemes.	?	Mitigation - Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.
Freight	No significant effect	0	

The effect of the draft plan on Transport

<p>Parking</p>	<p>The introduction of charging at most council car parks will help provide some limited further encouragement for people to use sustainable modes. This in turn should help improve the viability and availability of sustainable travel options.</p>	<p style="text-align: center;">+</p>	<p>Enhancement - The adoption of the radical parking charges option would provide the most beneficial impact on sustainable travel choices.</p>
<p>Public Transport</p>	<p>The long term strategy focuses on making the best use of resources, working in partnerships, and setting in place procedures that will allow decisions on what services should be supported in light of available funding.</p> <p>However, compared to the 'do nothing' option the strategy seeks to increase the range, availability and affordability of all its services and will have a minor positive effect even with funding difficulties. As a rural county it is important that those living in remote and isolated areas are not neglected and consequently commercial and county funded services will be developed and promoted to provide an extensive public transport network.</p>	<p style="text-align: center;">+</p>	
<p>Road Safety</p>	<p>The promotion and introduction of various measures, such as traffic calming schemes, (to make roads safer) and education programmes, particularly those aimed at school children, should both directly and indirectly encourage greater levels of walking and cycling. This has been scored as a minor positive because there is uncertainty over the actual levels of walking and cycling.</p>	<p style="text-align: center;">+</p>	

Assessment conclusions - Transport

Cumulative, synergistic and secondary effects:

Effective spatial planning should reduce the need to travel to key services and facilities as settlements and communities contain all the necessary requirements to live a contented life.

Sustainable travel will be promoted through the enhancement of the cycling and walking networks as well as passenger transport and rail. Freight and demand management will help to encourage more use of active modes of travel as traffic levels are reduced and routes become less intimidating for users. However demand management must ensure the benefits are 'locked-in' and do not encourage further use of the car.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on transport will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

The plan largely has a minor positive effect on transport. With the exception of freight and the Implementation Plan, the strategies have the potential to reduce the need to travel by car and travel using more sustainable transport.

11. SEA Topic: Economy and enterprise

Sustainability issues identified through the policy review and collection of baseline data include:

LTP SEA objective	Decision making criteria	Useful indicators
11. ECONOMY AND ENTERPRISE		
11A: To help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	<ul style="list-style-type: none"> Will it help to manage routes effectively in order to maintain journey times? 	
11B: To invest in transport improvements that help the economy of Wiltshire.	<ul style="list-style-type: none"> 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? 	
11C: To reduce the impact of road freight on communities.	<ul style="list-style-type: none"> Will it provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce the impacts on communities and the environment? 	

The effect of the draft plan on Economy and enterprise			
Strategy	Impact of the option (including nature and spatial extent of the impact, probability, duration, frequency and reversibility) <i>Where there is more than one objective these will be addressed individually for each strategy.</i>	Significance of the effect	Suggested mitigation and enhancement measures
Overall strategy	<p>(11A&11B) The plan includes a number of objectives aimed at supporting Wiltshire's economy, such as SO1 which aims to support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns, SO4 which seeks to minimise traffic delays and improve journey time reliability, SO12 which supports planned growth in Wiltshire and SO16 which seeks to improve the resilience of Wiltshire's transport system.</p> <p>(11C) SO10 which encourages the efficient and sustainable distribution of freight should help to reduce the impact of freight on communities.</p> <p>This has been scored a significant positive because various LTP3 objectives will positively contribute to the SEA objectives.</p>	++	

The effect of the draft plan on Economy and enterprise

<p>Implementation Plan</p>	<p>As a result of unknown budgets there is very little detail in the Implementation Plan regarding schemes and work which is likely to be taken forward. It is only a one-year plan which also contributes to its overall lack of detail. Budget allocations at the end of this year will allow a more detailed one-year Implementation Plan to be drafted which will be more useful in terms of SEA evaluation. As it stands the plan has suggested four different Integrated Transport budget scenarios, ranging from £1m to £4m. At best the plan, i.e. £4m budget, will focus attention across the nine generic schemes with a large proportion being used to develop town centre accessibility and implement traffic management schemes. At the other end of the scale with a £1m budget, the focus of the plan will be about maintenance of the transport network with very little money, if any, being allocated for improving and implementing sustainable transport measures and schemes.</p> <p>At this stage without detail, it is not possible to assess what impact the Implementation Plan will have on the economy and enterprise, and therefore the effects are currently judged to be uncertain. Upon completion of a more detailed Implementation Plan, another SEA evaluation will take place.</p>	<p>?</p>	<p>Mitigation- Full SEA to be carried out once a more detailed plan is available. However schemes coming forward under the one year implementation programme should be assessed for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.</p>
<p>Freight</p>	<p>(A) Advisory routing will offer the opportunity to raise efficiency and maintain/ decrease journey times. However the success of advisory routes relies upon factors such as compliance and are difficult to predict.</p> <p>(B) If the routes are adhered to, reduction in congestion would be expected, coupled with information on parking reducing the need for drivers to search for suitable parking spaces.</p> <p>(C) Advisory routes will be decided which will consider with the reduction of freight traffic in sensitive areas and environmental impacts.</p>	<p>+</p>	
<p>Parking</p>	<p>(A&B) The strategy seeks to reflect the differences between the economies of Wiltshire's towns through the use of spatial bands and land-use zones - Policy PS3, in particular is positive in that the strength of the local economy is a factor in setting parking charges. However, while the radical parking charges option will reduce congestion in the largest towns, the strategy acknowledges that this option has the potential to adversely impact on the local economy. The policy to use effective civil parking enforcement will also help to reduce traffic conflicts and delays. A policy is also included on coach parking which will assist tourism.</p> <p>(C) No impact on freight.</p>	<p>+</p>	
<p>Public Transport</p>	<p>(A&B) The overall aim of the strategy is to develop and promote all forms of public transport. Providing it is successful the strategy will have a positive impact on the economy by improving the provision of</p>	<p>+</p>	

The effect of the draft plan on Economy and enterprise

	<p>public transport and reducing congestion. This will help to improve journey times and journey time reliability.</p> <p>Whilst support for tourism is not necessarily a priority, work will be carried out between stakeholders and operators as to how best serve the tourism industry in Wiltshire. The strategy has been scored a minor positive in recognition of funding constraints.</p> <p>(C) No impact on freight</p>		
<p>Road Safety</p>	<p>(A&B) The strategy seeks to improve road safety and the resilience of the road network in Wiltshire. This could have positive impacts on the economy. Enforcement measures seek to improve traffic flow and thus reduce congestion, and improving journey times and journey time reliability.</p> <p>(C) No impact on freight</p>	<p>+</p>	

Assessment conclusions - Economy and enterprise

Cumulative, synergistic and secondary effects:

The cumulative effects for economy and enterprise are fairly significant with management of the overall transport network generally aimed at managing and maintaining an efficient transport system. This includes network management aimed at reducing congestion and improving traffic flows, thus improving journey time reliability and maintaining journey times. This also includes the encouragement to travel by more sustainable modes, thus freeing up road capacity. Demand management plays a significant role in reducing traffic entering town centres and the management of the road network. Generally freight management is aimed at ensuring that the impact of freight is reduced throughout the communities in Wiltshire. In particular shared deliveries and/or break bulk facilities would help to alleviate the impact of freight, particularly for the SSCTs and market towns, by reducing visual intrusion and vibration and the effects of noise. However there would probably be a need to double handle goods where operators would have to incur an extra cost. These shared deliveries mean reduced traffic on the road network resulting in less congestion and improved traffic flows. This will help to improve journey time reliability and maintain journey times. Maintenance of the network would also ensure that the impact of the transport system is reduced as result of improved road services reducing noise and vibration.

Cumulative effects with other plans:

Given the nature of the LTP3 at this stage (i.e. no area strategies or major schemes), it is not practicable to provide a full and detailed cumulative effects assessment with other plans at this stage. A full assessment will occur once LTP3 has been further developed following clarity from central government over funding.

However, in brief it is considered that the greatest potential effect on the economy and enterprise will occur where the LTP3 supports the development proposed as part of the emerging Wiltshire Local Development Framework Core Strategy.

Summary of performance and performance of the plan as a whole:

Overall the plan performs well against the SEA objectives and has significant positive effects. With the exception of the Implementation Plan which remains uncertain at this stage, the other strategies have the potential to improve the economy and enterprise of Wiltshire, through measures to improve journey time reliability and reduce congestion and improve traffic flows. Clearly the freight strategy seeks to reduce the impact of freight on local communities.

Appendix E Assessment of options for further development

Cycling

CYCLING - NETWORK - BALANCED

Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	The cycling network will be mainly located in urban areas which is unlikely to cause any significant effect to biodiversity and wildlife.	o	x			Careful site selection, species count and habitat identification required. Maintain wildlife corridors where possible.
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	The cycling network will be mainly located in urban areas and therefore the impact on soils and water resources will be minimal. Overall no significant effect.	o	x			

CYCLING - NETWORK - BALANCED						
Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>The cycling network will be mainly located in urban areas and therefore there will be no need to develop Greenfield sites of quality agricultural land. As far as new development is concerned appropriate planning consent will have already been granted. Overall no significant effect.</p>	o	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p>	<p>Some modal shift and a reduction of trip lengths through destination substitution will decrease air and environmental pollution.</p>	+		X		

CYCLING - NETWORK - BALANCED

Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Supports a reduction of CO2 emissions through modal shift and a reduction of trip lengths through destination substitution.	+		X		
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	If carefully planned, in the event of road flooding alternative routes will be available.	+			X	

CYCLING - NETWORK - BALANCED
 Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Careful design should mean better integration of cycle infrastructure into the public realm and general streetscene. Modal shift will see reductions in noise, vibration, visual intrusion and severance.	+		X		Sensitive and well balanced design is required to offset the potential impact of new installed cycle paths and routes.
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Traffic flows should be reduced as a result of modal shift thus reducing the impact of transport.	+			X	
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	A mainly urban based design means that it is unlikely that traffic flows in areas valued for their landscape value will be affected.	o	X			
Will the plan...						

CYCLING - NETWORK - BALANCED						
Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						
Help reduce the impact of transport and improve the quality of urban and rural centres.						
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?						
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?	Modal shift will reduce levels of traffic and help relieve congestion. Selective use of street furniture will help to improve an area's attractiveness.				X	
Population						
Provide everyone with the opportunity to access key services.						
Will the plan...						
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	Provides everyone with the opportunity to cycle to key destinations and access key services and facilities. Cycle paths also provide wheelchairs with a good surface along which to run.	++			X	

CYCLING - NETWORK - BALANCED

Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>citizens? This includes changes to physical infrastructures and services.</p>						
Healthy communities						
<p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p>	<p>Provides a strong opportunity to travel by bicycle. Cycle routes also provide access for wheelchair users and pedestrians.</p>	<p>++</p>	<p>X</p>			
<p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p>						
<p>Reduce the noise impact of the transport system.</p>	<p>This option will be focused on urban areas and therefore it is unlikely to have much impact on tranquil areas or areas where sensitive species breed.</p>	<p>o</p>	<p>X</p>			
<p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p>						
<p>Affect sensitive receptors within 200m of a noise change?</p>						
<p>Affect areas adjacent to habitats where sensitive species breed?</p>						
<p>Affect areas where noise is likely to change in nature as a result of an</p>						

CYCLING - NETWORK - BALANCED Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
increase in HGVs or change to the time of traffic?						
Reduce the adverse effects of transport on safety.						
Will the plan...						
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.	Dependent on level of modal shift, but local communities may see reductions in KSIs through safer cycle networks, improvements to crossing points, driver awareness of cyclists through improvements to cycle facilities, and less traffic on road networks.	+			X	
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car						
Will the plan...						
Provide opportunities to travel without the need for a car?	Provides strong opportunities to access services and facilities by bicycle, particularly in SSCTs and market towns.	++		X		
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.						
Will the plan...						
Lead to alternatives ways of travel to employment hubs?	Depends on location of employment opportunities, but is likely to increase cycling accessibility reduce the need for a car.	+		X		

CYCLING - NETWORK - BALANCED

Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>Depends on the level of modal shift, but it is likely to reduce severance through less traffic and improvements to crossing facilities.</p>	+		X		
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Provides strong opportunities to cycle to key services and facilities. Improvements to cycle links at public transport interchanges also encourage modal shift.</p>	++		X		

CYCLING - NETWORK - BALANCED

Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	This option will reduce congestion on the local networks which helps to maintain or even reduce journey times.	+				
Will the plan...					X	
Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	This option will reduce congestion on the local networks. Supports tourism through a better urban environment.	+				
Will the plan...					X	
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?						
Reduce the impact of road freight on communities.	This option will not have any significant effect on the impact if freight on communities.	o				
Will the plan...					X	
Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?						

CYCLING - NETWORK - BALANCED

Provide a sympathetically designed, high quality and well maintained network of cycling routes in the SSCT's and market towns and where appropriate, provide links to national routes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	

Summary:

Potential to encourage some modal shift resulting in improved air quality, reductions of CO2 emissions, and increasing physical attractiveness and accessibility of areas. This has positive implications for biodiversity and for the public realm at large. Greater potential for modal shift when used in conjunction with other measures.

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Cycling parking facilities are most likely to be located in urban areas and therefore the impact on biodiversity will be minimal. No significant effect.		X			Where cycle parking occurs it is necessary to consider the effect on wildlife habitats.
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Cycle parking facilities are likely to be situated in urban areas and therefore the impact on soil and water resources are likely to be negligible. Overall no significant effect.		X			Consideration of watercourses and the effect on soil is required where new cycle parking occurs.
Will the plan...						

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	Location uncertainties. New cycle parking will be located at sites that have already been designated for development through the appropriate planning channels.					
Will the plan...	Overall no significant effect.					
Reduce the need to develop high quality agricultural land and Greenfield sites?		o	X			
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Due to the ad hoc nature of the option there will be a very limited reduction of air and environmental pollution through modal shift and therefore no effect on AQMAs. Any modal shift will not amount to a 10% change in traffic flow.					
Will the plan...	Overall no significant effect.					
Cause any changes in traffic that affect an Air Quality Management Area?		o	X			
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Due to ad hoc nature of the option there will be a very limited reduction of CO2 emissions through modal shift and therefore no effects on traffic flow. Overall no significant effect.	o	X			
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Limited opportunities for alternative transport at interchanges and new employment developments. However, there unlikely to be of any effects in the event of climate change. Overall no significant effect.	o	X			

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	The use of standard materials for cycle parking may have some impact on the historic environment. See mitigation. Overall no significant effect.	o	X			Careful placement of facilities will minimise the visual intrusion of the cycle parking facilities.
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	The limited ad-hoc nature of this option is unlikely to produce much modal shift and therefore there will be no significant effect on traffic flow or nature of traffic. Overall no significant effect.	o	X			
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option is unlikely to produce much modal shift and therefore there will be no significant effect on traffic flow or nature of traffic in areas valued for their landscape character. Overall no significant effect.	o	X			
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Modal shift will be small if any and therefore there will be no significant effect on traffic flow, of the nature of traffic or congestion. There is likely to be limited integration of cycle parking into the local streetscene and public realm due to variable design quality and use of standard materials.</p> <p>Overall no significant effect.</p>	o	X			Careful placement of cycle parking will minimise impact of new facilities
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Unlikely to have any significant effect unless accompanied by other measures to improve accessibility.</p> <p>No significant effect.</p>	o	X			

CYCLING - PARKING - CONVENTIONAL
 Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
<p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p> <p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p>	<p>Unlikely to have any significant effect unless accompanied by other measures to improve accessibility.</p> <p>No significant effect.</p>	o	X			
<p>Reduce the noise impact of the transport system.</p> <p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>Minimal if any modal shift will not produce any significant reductions in noise levels.</p> <p>Overall no significant effect.</p>	o	X			

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Due to ad-hoc nature of the option and the lack of modal shift there is unlikely to be any improvements to road safety.</p> <p>Overall no significant effect.</p>	o	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Unlikely to have any significant effect unless accompanied by other measures to improve accessibility.</p> <p>No significant effect.</p>	o	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Unlikely to have any significant effect unless accompanied by other measures to improve accessibility.</p> <p>No significant effect.</p>	o	X			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Minimal, if any, modal shift and therefore consequent reductions in traffic levels and congestion. Therefore there will be no improvements to community severance.</p>	o	X			

CYCLING - PARKING - CONVENTIONAL Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Will need to be used in conjunction with other measures, such as improvements to the cycle network to reduce travel for any significant effect to take place.	o	X			
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Overall no significant effect.	o	X			
Will the plan... Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	No significant reductions in congestion	o	X			
Will the plan...						

CYCLING - PARKING - CONVENTIONAL						
Provide adequate cycle parking on an ad-hoc basis. Require standard levels of high quality parking in all new employment/leisure/educational developments.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>No significant effect due to lack of compatibility with the LTP option.</p>	<p>o</p>	<p>x</p>			
Summary:						
Very limited potential for modal shift and to enhance the quality of environment as a stand alone measure. Where implemented the design must be sympathetic to the surrounding area.						

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Cycle parking facilities are likely to be situated in urban areas and therefore the impact on biodiversity will be minimal, so no significant effect overall.		X			Where new cycle parking occurs it is necessary to consider the effect on wildlife habitats.
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Cycle parking facilities are likely to be situated in urban areas and therefore the impact on soil and water resources are likely to be minimal. Overall no significant effect.		X			Consideration of watercourses and the effect on soil is required where new cycle parking occurs.
Will the plan...						

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>New cycle parking will be located at sites that have already been designated for development through the appropriate planning channels. Overall no significant effect.</p>	<ul style="list-style-type: none"> o 	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p>	<p>Modal shift is unlikely to cause a 10% change in traffic flow, so overall no significant effect.</p>	<ul style="list-style-type: none"> o 	X			

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Some modal shift which will assist in reducing CO2 emissions, however overall this is unlikely to have a significant effect.	o	X			
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Improvements to transport opportunities at interchanges and key destinations which provide an alternative means of travel. Overall no significant effect.	o	X			

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some reduction in noise and vibration levels as well as severance and visual intrusion.	<ul style="list-style-type: none"> o 	X			
Will the plan...	Will improve the integration cycle parking into the streetscene and public realm.					
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	Overall no significant effect.					
Conserve and enhance archaeological sites and features.	Some modal shift and therefore some degree of traffic flow reduction is likely but overall no significant effect.	<ul style="list-style-type: none"> o 	X			
Will the plan...	Some modal shift and therefore some degree of traffic flow reduction is likely but overall no significant effect.					
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						
Protect and enhance the quality of Wiltshire's landscapes.	May induce some modal shift and therefore some degree of traffic flow reduction is likely, although this is more likely in urban areas so overall no significant effect.	<ul style="list-style-type: none"> o 	X			
Will the plan...	May induce some modal shift and therefore some degree of traffic flow reduction is likely, although this is more likely in urban areas so overall no significant effect.					
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Improved cycling facilities at interchanges and key destinations will lead to some modal shift and consequent reductions in traffic levels and congestion, thus improving the quality of urban centres particularly. The cycle parking facilities will be of a high standard and therefore more opportunity to merge and possibly enhance the local environment. Also location of parking could be discreetly hidden or disguised.</p>	+	X			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Much improved cycling facilities at key destinations and transport interchanges will provide more accessibility options, with particular benefits for children and younger people who often rely on cycling either in whole or in part of many of their journeys.</p>	+	X			

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Much improved cycling facilities at key destinations and transport interchanges will encourage travel by this physical mode and lead to an increase in cycling numbers.	+	X			
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Some noise level reductions. Will not affect breeding habits and will not affect sensitive receptors.	o	X			
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						

CYCLING - PARKING - BALANCED						
Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	Limited opportunities to reduce traffic accidents and severity through some modal shift. However this unlikely to have any significant effect.	o	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Improved cycling parking facilities at key destinations and transport interchanges will provide more accessibility options without the need for a car.	+			X	
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Improved cycle parking facilities at key destinations and transport interchanges will provide more accessibility options without the need for a car.	+			X	
<p>Reduce the community severance effects of transport.</p>	Slight reductions in community severance however overall no significant effect.	o	X			

CYCLING - PARKING - BALANCED Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>						
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Much improved cycle parking facilities at key destinations and transport interchanges will provide more accessibility options without the need for a car.</p>	+			X	
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>No effects to routes overall.</p>	o			X	
<p>Invest in transport improvements that help the economy of Wiltshire.</p>	<p>Overall traffic volumes not effected.</p>	o			X	

CYCLING - PARKING - BALANCED						
Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	No significant effect due to lack of relevance to the LTP option.	o	X			
Summary:						
This option provides limited potential to encourage modal shift and enhance the quality of the local environment as a stand alone measure. Where parking is implemented it should be sympathetic in design to the surrounding area.						

Maintenance

MAINTENANCE - MAINTENANCE - BALANCED						
Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	No significant effects. Action will not include any fragmentation or loss of habitats and will not affect any designated sites or compromise the targets of BAPs in the county.	o	x			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Drainage improvements should help to reduce soil and water contamination.	+	x			

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	This option is only associated with maintenance and no new land is required so no significant effect.		X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p>	This option has no significant effect on air quality and environmental pollution as it is only concerned with maintaining what is already there.		X			

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Reduced street lighting should lower the carbon footprint and reduce the impact on climate change.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	Improvements to drainage should reduce the risk of flooding.	+			X	

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	Use of standard materials would probably result in limited improvements in streetscene and the public realm.	o	X			
Conserve and enhance archaeological sites and features.						
Will the plan...						
Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	Some encouragement of walking and cycling through improved maintenance standards, however unlikely to have any significant effect on overall traffic flows in areas of historic heritage.	o	X			
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	Limited reductions in traffic through improved maintenance standards so unlikely to have any significant effect.	o	X			

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Use of standard materials would probably result in limited improvements in streetscene and the public realm. Overall no significant effect.</p>	<p>o</p>	<p>x</p>			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Some encouragement for walking and cycling through improved maintenance standards. Adequate surface conditions for the mobility impaired on main routes.</p>	<p>+</p>			<p>x</p>	

MAINTENANCE - MAINTENANCE - BALANCED

Improve and maintain roads to an adequate standard based on their functional importance.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
<p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p> <p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p>	<p>Some encouragement for walking and cycling through improved maintenance standards.</p>	+			X	
<p>Reduce the noise impact of the transport system.</p> <p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>Temporary negative impact from construction but minor benefit in long term reduced noise from pot holes and uneven road surfaces.</p>	+/-			X	

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	Improved safety, particularly for motor cyclists and cyclists through the use of better skid resistance surfaces on main routes.	+	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Some encouragement for walking and cycling through improved maintenance standards. However improved maintenance of roads will likely encourage car driving.	+/-			X	
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Some encouragement for walking and cycling through improved maintenance standards. However improved maintenance of roads will likely encourage car driving.	+/-			X	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Some encouragement of walking and cycling, however car use would be expected to grow as a result of improvements to the road network.	+/-			X	

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	Some encouragement for walking and cycling but could also encourage longer car journeys through improved maintenance standards. Likely to improve bus journey times.	+/-		X		
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Focuses on attaining and maintaining an adequate standard for Wiltshire's most important roads - helps maintain journey time reliability for intra-regional trips. Some disruption during maintenance works.	+		X		
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...						
	Focuses on attaining and maintaining an adequate standard for Wiltshire's most important roads - helps maintain journey time reliability for intra-regional trips. Some disruption during maintenance works.	+		X		

MAINTENANCE - MAINTENANCE - BALANCED Improve and maintain roads to an adequate standard based on their functional importance.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Some potential to reduce the impact of freight on communities through improved road surfaces which reduces traffic noise and vibration, particularly on high traffic volume roads.</p>	+			X	
Summary:						
Potential to reduce the impact of the transport system on local communities and settlements as a result of improvements to road surfaces, which not only reduces noise and vibration but also through some modal shift to cycling and walking as result of improved maintenance standards.						

MAINTENANCE - RIGHTS OF WAY - BALANCED

Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Minimises the impact of transport on the natural environment, a well maintained network of paths which will encourage residents to use alternatives to motorised means of commuting. Will retain users along designated routes. No known effects to BAPs or other designated sites. Will not lead to any changes in habitats.	+		X		
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Should lead to reductions in soil erosion as people will not be tempted to stray from the designated network.	+		X		
Will the plan...						

MAINTENANCE - RIGHTS OF WAY - BALANCED						
Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?	As there is already an existing rights of way network there is little threat to Greenfield sites and or quality agricultural land. No significant affect.	o	X			
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	A well maintained network of paths will encourage some modal shift and exploration on foot, cycle and horseback. However it is likely to have a minimum effect on the overall improvements of air quality and pollution reduction of an area.	o	X			
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

MAINTENANCE - RIGHTS OF WAY - BALANCED						
Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	A well maintained network of paths will encourage some modal shift and exploration on foot, cycle and horseback. However it is likely to have a minimum effect on the overall reductions of CO2 emissions.	o	X			
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Unlikely to have any significant effects on the transport network as a result of climate change.	o	X			

MAINTENANCE - RIGHTS OF WAY - BALANCED						
Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Will reduce the impact of transport in such areas. Good quality, easily useable paths within and around towns and villages supplemented by well signposted and for utility purposes supported by a wider network of well-maintained rural paths and routes.	+	X			
Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Good quality and easily useable paths around such sites should reduce traffic flows.	+		X		
Will the plan... 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						
Protect and enhance the quality of Wiltshire's landscapes.	A series of well maintained paths and routes should encourage walking through landscapes and not driving.	+	X			
Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

MAINTENANCE - RIGHTS OF WAY - BALANCED						
Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Good quality and easily useable paths around such sites should reduce traffic flows, improve congestion levels and generally help to reduce the impact of transport on rural and urban centres.</p>	+	X			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>The well maintained routes do provide an alternative method of travelling/accessing key services. Some paths will have a surface which is suitable for travelling along in a wheelchair; also replacing stiles with kissing gates improves access for disabled people.</p>	+		X		

MAINTENANCE - RIGHTS OF WAY - BALANCED

Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Depends on level of hierarchy. A well maintained network of paths should lead to noticeable increases to cycling and walking and less use of the car.	+		X		
Reduce the noise impact of the transport system.						
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?	Depends on level of hierarchy and location. A well maintained network of paths should lead to noticeable increases to cycling and walking and less use of the car and therefore reductions in noise levels.	+		X		
Reduce the adverse effects of transport on safety.						
Reduced levels of driving should reduce the number and severity of road accidents.	Reduced levels of driving should reduce the number and severity of road accidents.	+		X		

MAINTENANCE - RIGHTS OF WAY - BALANCED						
Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>						
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	The well maintained routes do provide an alternative method of travelling/accessing key service without the need for a car.	+		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Depends on location of employment sites. The well maintained routes do provide an alternative method of travelling/accessing key services without the need for a car.	+		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Slight reduction in traffic flow and congestion as a result of increases to walking and cycling, particularly locally.	+			X	

MAINTENANCE - RIGHTS OF WAY - BALANCED						
Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	The well maintained routes do provide an alternative method of travelling/accessing key services without the need for a car.	+		X		
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Unlikely to improve journey times on main road networks, therefore no significant effect.	o	X			
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	Limited reductions in congestion and therefore limited improvements to journey time reliability.	o	X			

MAINTENANCE - RIGHTS OF WAY - BALANCED

Manage the existing Rights of Way network on a prioritised hierarchical basis according to known and expected levels of use and demand.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Improvement to the rights of way network will not have any impact on freight routes, and therefore no significant effect.</p>	<p>o</p>	<p>x</p>			

Summary:

This option offers the potential for modal shift to walking and cycling as a result of improvements to the network but which settlements and communities are affected rather depends on the level of hierarchy and location of the rights of way.

Major schemes

Table E.1

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL Implement selective road improvements to key routes on the highway network.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	It is likely that road improvements will have some negative impact on biodiversity. Need to identify sites where road improvements are to take place and assess accordingly.	-	X			Location dependant, urban vs. rural. Utilise design and construction methods that minimise damage. Avoid particularly sensitive areas such as SSSI's or AONB's.
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	High level of uncertainty, site specific. Road construction and maintenance are likely to produce run-off's which can pollute roadside ditches and nearby watercourses causing harm to habitats and species.	-	X			Drainage improvements throughout road works will prevent some run-off entering habitats.
Will the plan...						

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL

Implement selective road improvements to key routes on the highway network.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>Planning regulations will be considered throughout the planning process. However some development on Greenfield sites and quality agricultural land may be unavoidable.</p>	-		X		
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p> <p>Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?</p>	<p>Unlikely to reduce air pollution as road improvements will encourage further use of the car. However improvements may also see reductions in journey times and therefore less productions of harmful pollutants.</p>	+/-		X		

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL Implement selective road improvements to key routes on the highway network.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.	Limited CO2 benefits as result of improving journey times and reducing congestion hot spots, however these improvements could see also a rise in car use and subsequent emissions.	+/-			X	
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.						
Ensure that the transport system can cope with the unavoidable effects of climate change.	Network improvements enable better climate changes adaptations to be built into schemes.	+			X	
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Improvement works may cause short term disruption and impacts. Longer term effects unlikely to be significant.	o	X			
Will the plan...						

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL Implement selective road improvements to key routes on the highway network.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.						
Will the plan...						
Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	Congestion hot spots will be tackled, possible reductions in traffic on a short term basis at least. It is likely congestion will return as road traffic once gains momentum.	+/-			X	
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	This option encourages the use of the car, which is likely to have a detrimental impact on the quality of landscapes throughout the county.	-			X	
Help reduce the impact of transport and improve the quality of urban and rural centres.						
Will the plan...						
Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?	Road improvements will encourage some modal shift as traffic is reduced in settlements.	+			X	
Cause changes that reduce the impact of transport on the townscape, which many include changes to highway						

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL Implement selective road improvements to key routes on the highway network.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
signage, lighting, street furniture, or introduce features that enhance the character of towns?						
Provide everyone with the opportunity to access key services.						
Will the plan...						
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.	Road improvements may relieve localised congestion problems and increase accessibility to services however they are likely to return or move the problems elsewhere.	+/-			X	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	This option primarily benefits the car user, and so will likely encourage more traffic which in itself is a deterrent for walking and cycling. Improved journey time reliability for bus services may encourage some modal shift.	+/-			X	
Reduce the noise impact of the transport system.						
Will the plan...						
Reduce the amount of traffic in tranquil areas?	Some localised benefits through road improvements, and improvements to road surfaces. However those areas near to improvements will be see large increases in noise levels and depending on location habitats and breeding grounds will likely be affected. There will	+/-			X	

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL Implement selective road improvements to key routes on the highway network.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect sensitive receptors within 200m of a noise change?	be areas affected as a result of increases to HGV traffic.					
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	Improvements to road carriageways will reduce road safety accidents and level of accidents	+				
Will the plan...						X
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.						
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car	This option is car centric and will encourage use of the car.	--				
Will the plan...					X	
Provide opportunities to travel without the need for a car?						
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.	This option is car centric and will encourage use of the car.	--				
Will the plan...					X	

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL Implement selective road improvements to key routes on the highway network.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Lead to alternatives ways of travel to employment hubs?						
Reduce the community severance effects of transport.						
Will the plan...						
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?	Re-routing of traffic to new roads will reduce traffic in settlement areas and will therefore help to reduce community severance at least initially.	+			X	
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	This option encourages use of the car, and therefore is likely to increase traffic volumes, which does not lend itself to increases walking and cycling. Some improvements to bus journey time reliability may encourage some modal shift. On the whole does not reduce the need travel and encourages car use.	--		X		
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Road improvements may improve journey times which may assist Wiltshire's economic growth.	+		X		

MAJOR SCHEMES - MAJOR SCHEMES - CONVENTIONAL

Implement selective road improvements to key routes on the highway network.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	<p>Road improvements will help to reduce congestion and improve journey time reliability at least initially.</p>	+		X		
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Freight will use road improvements which will reduce the impact of these vehicles on local communities.</p>	+		X		

Summary:

Potential to increase car use as a result of road improvements, this will have a detrimental effect on the natural and historic environments and levels of walking and cycling as well as town centres as harmful pollutants and emissions rise and traffic volumes increase.

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Some impact on biodiversity when trying to integrate the schemes into the landscape.	-			Location dependant, urban vs. rural. Utilise design and construction methods that minimise damage. Avoid particularly sensitive areas such as SSSI's or AONB's.	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Very limited impact on soil erosion and pollution of water courses and land, overall no significant effect.					
Will the plan...						

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...	Location uncertainty.	?	X			
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Reductions in congestion 'hot spots' will reduce the amount of air and environmental pollution in the SSCTs. Encouragement and support for sustainable modes of transport although air quality benefits somewhat dependent on use of latest Euro VI engines in buses.					
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						X
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Encouragement and support for sustainable travel modes will mean that CO2 emissions are reduced.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Will not reduce the unavoidable effects of climate change. No significant effects.	o	X			

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...	Unlikely to be city/town centre schemes near to historic areas.	o	X			
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.						
Will the plan...	A certain degree of modal shift to more sustainable modes, is likely to see reductions in traffic flow.	+			X	
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						
Protect and enhance the quality of Wiltshire's landscapes.	Provides more opportunity for people in and around SSCTs to travel by sustainable transport, resulting in possible reductions in traffic flow.	+				
Will the plan...					X	
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Reductions in congestion 'hot spots' and modal shift will help to reduce the impact of transport such as noise, vibration and visual intrusion in the SSCTs.</p>	+		X		
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Improvements to journey time reliability and reductions in congestion 'hot spots' will encourage modal shift towards buses. Improved facilities for cyclists and pedestrians should provide greater opportunity to access key services and facilities. However too many or too much improvements to the road networks could encourage further use of the car which will counteract modal shift to more sustainable modes.</p>	+		X		

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	This option doesn't necessarily discourage car use; if anything it will encourage it. However this option also encourages walking and cycling through the significant improvements to their infrastructure and facilities.	+		X		
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Reductions in congestion 'hot spots' will result in less stationary vehicle noise in certain areas within SSCTs.	+		X		
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	Achievement of 'critical mass' of cyclists and pedestrians through implementation of improved	+		X		

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>facilities would have a beneficial impact on road safety and should lead to reduction in road accidents.</p>					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Provides more opportunity for people in and around SSCTs to travel by public transport, cycling and walking through improvements to journey time reliability and cycling and walking facilities. Will improve accessibility to key services and facilities.</p>	+		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Provides more opportunity for people in and around SSCTs to travel by public transport, cycling and walking through improvements to journey time reliability and cycling and walking facilities.</p>	+		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Potential localised beneficial impacts on community severance if car use and congestion reduced.</p>	+		X		

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	This option doesn't necessarily discourage car use; if anything it encourages it. However this option also encourages walking, cycling buses through the significant improvements to their infrastructure and facilities.	+	X			
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Reductions in congestion 'hot spots' in SSCTs will help to maintain journey time.	+		X		
Will the plan... Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Supports the majority of RSS growth and will include schemes which seek to reduce congestion and improve journey time reliability.	+		X		
Will the plan...						

MAJOR SCHEMES - MAJOR SCHEMES- BALANCED Implement sustainable major transport schemes in all SSCTS.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
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?						
Reduce the impact of road freight on communities. Will the plan... Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?	Does not provide an alternative route for freight. No significant effect.	o	x			
Summary: Provides opportunities for modal shift in the SSCTS, resulting in less emissions and improvements to air quality as well as visual and noise improvements in town centres.						

Network management

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Possible loss of verges, trees and other green areas to make way for necessary physical measures which are required to tackle congestion.	-			X	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Unlikely to cause any significant loss or pollution of soils, land and water courses.	o	X			

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	Any necessary physical measures will take place on existing developed sites. No significant effects.	o	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p>	Air quality benefits in SSCTs and larger market towns as a result of better traffic flow through congestion 'hot spots'. Unknown whether there will be a 10% change in traffic flow at this stage.	+			X	

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Improvements to traffic flow, increases to bus patronage through improvements to journey time bus = subsequent reductions in congestion and less CO2 emissions.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	Easing congestion will reduce emissions which will help carbon targets.	+			X	

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some direct impacts to the historical environment as a result of physical measures necessary to tackle congestion.	-				
Will the plan...						X
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Improvements to traffic flow as a result of easing congestion hot spots.	+				
Will the plan...						X
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						
Protect and enhance the quality of Wiltshire's landscapes.	Congestion hot spots will be found in mainly urban areas and therefore will not affect landscapes.	o				
Will the plan...						X
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Reduced queuing at congestion hot spots will generally improve the overall quality of certain areas, especially the SSCTs and market towns. Physical measures such as reconfiguring junctions will whilst improving congestion generally have a negative impact on the quality of some urban centres.</p>	+/-			X	
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Easing congestion may improve vehicular access, it will not significantly improve access to key services for everyone.</p>	o			X	

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Easing congestion will encourage car use which does not encourage cycling and car.	o	X			
Reduce the noise impact of the transport system.						
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?	Whilst less queueing at junctions may reduce noise levels this will not be significant everywhere.	o	X			
Affect areas adjacent to habitats where sensitive species breed?						
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?						
Reduce the adverse effects of transport on safety.	Junction improvements will improve safety by reducing driver frustration and delays which will reduce the	+			X	

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	likelihood of road traffic collisions through inappropriate behaviour.					
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Easing congestion encourages car use. However it should also improve journey time reliability for buses which increases accessibility to services.	+/-		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Easing congestion encourages car use. However it should also improve journey time reliability for buses which increases accessibility to services.	+/-		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	Easing congestion will improve severance however it also encourages further use of the car.	+/-			X	

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	Easing congestion encourages car use, which also deters cycling and walking. However it should also improve journey time reliability for buses which increases accessibility to services.	+/-		X		
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Option will generally manage routes effectively so that journey times are maintained on the key routes across the county.	+			X	
Will the plan... Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Option generally maintains traffic flow at significant congestion 'hot spots', and will help to improve journey time reliability on key routes.	+				X
Will the plan...						

NETWORK MANAGEMENT - CONGESTION - CONVENTIONAL						
Ease congestion at significant 'hot spots' and maintain journey time reliability on key routes.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Does not provide alternative routes to significantly reduce the impact of freight on communities.</p>	<p>o</p>	<p>x</p>			
Summary:						
Potential for improvements to air quality and reductions in emissions as a result of improvements to congestion and traffic flow. However there is also the risk that these improvements will encourage further use of the car which will counter-act these potential benefits.						

NETWORK MANAGEMENT - WTCC - BALANCED

Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option does not include action cause changes in habitat fragmentation or habitat loss. It will not significantly affect any designated sites or compromise targets of BAPs.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
	This option will not contaminate soil or water resources and will cause soil erosion.	o	X			

NETWORK MANAGEMENT - WTCC - BALANCED

Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>This option will not include the development of any previously undeveloped land.</p>	o	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p>	<p>Salisbury AQMA will benefit from improvements to traffic flow and associated air quality benefits. Unlikely to produce a 10% change in traffic flow</p> <p>Other SSCTS will also see improvements to air quality.</p>	+			X	

NETWORK MANAGEMENT - WTCC - BALANCED						
Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	It is likely that improvements to traffic flow in the SSCTS will reduce the amount of CO2 emissions. Also promotes modal shift indirectly through improvements to journey time reliability and more efficient services.				X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	In the event of flooding the system can be used to provide road closure information, and priority can be given to emergency vehicles.				X	

NETWORK MANAGEMENT - WTCC - BALANCED
 Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some impact on streetscene and public realm as a result of necessary monitoring and controlling hardware, e.g. traffic lights, CCTV, this could be a problem in conservation areas, Salisbury may be particularly effected.	-			X	High quality and sensitive design required.
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Improvements to traffic flows are likely to improve townscapes.	+			X	
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option predominantly focuses on urban areas and therefore there will be no significant effects to rural areas valued for their landscape character.	o			X	
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

NETWORK MANAGEMENT - WTCC - BALANCED Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Will reduce congestion "hot spots" and improve traffic flow in the SSCTs. However some impacts on streetscene and public realm, due to necessary equipment and controlling hardware.</p>	+			X	High quality and sensitive design required.
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>This option provides limited opportunities to encourage walking and cycling, however improvement to traffic flow will improve journey time reliability for bus services, thus providing a greater range of access opportunities.</p>	+			X	

NETWORK MANAGEMENT - WTCC - BALANCED

Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Improvements to traffic flow will encourage car use.	-				
Will the plan...					X	
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Reduced queueing will reduce noise levels but is expected that the effects will be minimal, therefore no significant effect.	o				
Will the plan...					X	
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						

NETWORK MANAGEMENT - WTCC - BALANCED Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Reduced driver frustration as a result of improvements to traffic flows and less congestion should lead to less RTAs.</p>	+			X	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Improvements to traffic flow are likely to encourage car use. Will encourage bus use as a result of improvements to journey time reliability.</p>	+/-		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Improvements to traffic flow are likely to encourage car use. Will encourage bus use as a result of improvements to journey time reliability.</p>	+/-		X		
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Reducing queuing is likely to reduce community severance; however improvements to traffic flow will encourage higher traffic speeds. See mitigation.</p>	+			X	<p>Possible speed restrictions required where traffic flow improves.</p>

NETWORK MANAGEMENT - WTCC - BALANCED Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.	This option may well encourage more car use through improved traffic flows which does very little to encourage walking and cycling. Some bus use encouragement through improvements to journey time reliability.	+/-		X		
Will the plan... Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?						
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.	Only provides benefits in the SSCTs.	o		X		
Will the plan... Help to manage routes effectively in order to maintain journey times?						
Invest in transport improvements that help the economy of Wiltshire.	Improvements to traffic flow and road network efficiencies will facilitate RSS growth through the speedier movement of traffic.	+		X		
Will the plan...						

NETWORK MANAGEMENT - WTCC - BALANCED Set-up a Wiltshire Traffic Control Centre to monitor key routes with Intelligent Transport Systems in the SSCTs.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Improvements to road network efficiencies will help to reduce the number of freight vehicles seeking alternate routes</p>	+			X	
Summary:						
Some impact on streetscene and public realm as a result of necessary monitoring and controlling hardware, however this should result in improvements to congestion and traffic flow, with benefits for the natural and built environments.						

NETWORK MANAGEMENT - HIERARCHY - RADICAL

Establish a road user road hierarchy based on the location and activities on different sections of roads.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Unlikely to cause any loss or fragmentation of habitats and does not include action that affects designated sites.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	Unlikely to cause soil wand water contamination and soil erosion.	o	X			
Will the plan...						

NETWORK MANAGEMENT - HIERARCHY - RADICAL Establish a road user road hierarchy based on the location and activities on different sections of roads.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.						
Will the plan...	Does not include any action to develop land.	o	X			
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...	Physical measures to slow traffic will encourage an increase in accelerations and decelerations which is likely to increase air pollutants. Unknown whether there will be 10% change in traffic flow. Will encourage modal shift to more sustainable modes.	+/-		X		
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

NETWORK MANAGEMENT - HIERARCHY - RADICAL Establish a road user road hierarchy based on the location and activities on different sections of roads.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Physical measures to slow traffic have the potential to increase emissions through vehicles speeding up and slowing down. However will encourage modal shift in settlements and therefore there should be a reduction in CO2 emissions.	+/-		X		
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	Does encourage some modal shift in settlements however unlikely to have any significant effect in tackling climate change.	o		X		

NETWORK MANAGEMENT - HIERARCHY - RADICAL Establish a road user road hierarchy based on the location and activities on different sections of roads.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value. Will the plan... Cause direct impacts on sites or monuments through the provision of new transport infrastructure?	Improvements to town centre environments including reductions to levels of on-street parking in town centres, reduced levels of traffic noise and vibration which will generally improve streetscene. Some possible physical measures required to slow traffic may cause some visual intrusion.	+/-		X		
Conserve and enhance archaeological sites and features. Will the plan... Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?	Improvements to town centre environments including reductions to levels of on-street parking in town centres, reduced levels of traffic noise and vibration which will generally improve streetscene. Some possible physical measures required to slow traffic may cause some visual intrusion.	+/-		X		
Landscapes and townscapes						
Protect and enhance the quality of Wiltshire's landscapes. Will the plan... Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?	This option is predominantly concerned with urban areas and therefore no significant to areas valued for their landscape character.	o		X		

NETWORK MANAGEMENT - HIERARCHY - RADICAL

Establish a road user road hierarchy based on the location and activities on different sections of roads.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Will improve urban settings, especially town centres, with reduced noise, vibration and on-street parking. Potential to encourage tourism by making areas more attractive. Maybe necessary to provide physical measures to slow traffic, which may cause some visual intrusion.</p>	+/-	X			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Settlement centres will see a noticeable improvement in the environment for public transport, walking and cycling providing more access options to facilities and services.</p>	++	X			

NETWORK MANAGEMENT - HIERARCHY - RADICAL

Establish a road user road hierarchy based on the location and activities on different sections of roads.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
<p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p> <p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p>	<p>Encourages modal shift in settlements. Improvements to environments will enhance opportunities for walking and cycling. Environments will generally become less car centric.</p>	++	X			
<p>Reduce the noise impact of the transport system.</p> <p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>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?</p>	<p>Modal shift encouragement will lead to fewer noise polluting vehicles on the road network in settlement areas. There may be some diversion of traffic, including HGVs onto less suitable routes which may see areas not previously affected now effected.</p>	+/-			X	

NETWORK MANAGEMENT - HIERARCHY - RADICAL						
Establish a road user road hierarchy based on the location and activities on different sections of roads.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Significant reduction of accident risk for vulnerable road users for example there will be slowing moving traffic in urban centres.</p>	++	X			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Town centres environments will become less car centric whereas there will be increased opportunities for public transport, walking and cycling.</p>	++	X			
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Increased opportunities for travel without the need for a car use to enhancement of the environment for public transport and physical modes of transport.</p>	++	X			
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p>	<p>Encouragement of modal shift and improvements to streetscene such as reduced on street parking will reduce community severance.</p>	+		X		

NETWORK MANAGEMENT - HIERARCHY - RADICAL Establish a road user road hierarchy based on the location and activities on different sections of roads.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?						
Transport						
Reduce the need to travel, and promote sustainable travel modes of transport.						
Will the plan...						
Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?	Improvements to public transport and walking and cycling environment will help modal shift and increases the range of affordable sustainable travel options.	++	X			
Economy and enterprise						
Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.						
Will the plan...						
Help to manage routes effectively in order to maintain journey times?	Adverse impact on journey times on main routes through main settlements.	-	X			
Invest in transport improvements that help the economy of Wiltshire.						
Will the plan...	Improvements to town centres which may encourage tourism and may make areas more attractive for businesses and employers. Journey times likely to increase especially on main routes through settlements.	+/-			X	

NETWORK MANAGEMENT - HIERARCHY - RADICAL

Establish a road user road hierarchy based on the location and activities on different sections of roads.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>There will be diversion of HGVs away from town centres and urban settlements thus reducing the impact on local communities.</p>	+	X			
Summary:						
Environments will likely become less car centric as more sustainable modes of transport take priority, this will mostly take place in urban and town centres.						

Smarter choices

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	M&d	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option will not cause significant losses in habitat or habitat fragmentation or include actions that will compromise the targets of local BAPs or any other designated site.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not cause contamination or compromise the quality and quantity of land soil and water resources.	o	X			

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
<p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	<p>This option will not require the development of agricultural land or Greenfield sites.</p>	o	x			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p> <p>Affect areas which are likely to experience a 10% change in traffic flow/nature?</p>	<p>Air quality improvements as result of some modal shift. Schemes/ travel plans could be incorporated into Air Quality Management Plans.</p>	+				x

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	CO2 emissions reduction as a result of some modal shift.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...	This option will not have any significant effects.	o			X	
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.						

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Some modal shift, particularly in SSCTs, will begin to reduce the impact of transport (noise, severance, vibration) on the historic environment. Would also reduce the need for car-parks and on-street car parking.	+				
Will the plan...				X		
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Modal shift will begin to reduce the impact of transport on townscapes, by reducing noise, vibration and visual intrusion.	+				
Will the plan...				X		
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause significant changes to traffic flow in areas valued for their landscape character.	o				
Will the plan...				X		
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

SMARTER CHOICES - SMARTER CHOICES - BALANCED Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
Help reduce the impact of transport and improve the quality of urban and rural centres. Will the plan... Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres? 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?	Some modal shift will reduce traffic levels and congestion and therefore reduce the impact of transport. Additional walking and cycling routes may have some impact on surrounding environments, this may be more apparent in SSCTs.	+/-			X	The use of appropriate materials and the location could be used in ways which provide enhancement to the local character of the area
Population						
Provide everyone with the opportunity to access key services. Will the plan... 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.	Encourages and supports sustainable transport modes and helps introduce a behaviour change	+			X	

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations	
			High	Mbd	Low		
Healthy communities							
Reduce the need/desire to travel by car and encourage physical modes of transport.	Encourages people in the targeted areas, particularly SSCTS, to walk and cycle and thus increase physical activity.	+					
Will the plan...					X		
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.							
Reduce the noise impact of the transport system.	Because the modal shift is limited the effect on noise will not be significant.	o					
Will the plan...							
Reduce the amount of traffic in tranquil areas?							
Affect sensitive receptors within 200m of a noise change?						X	
Affect areas adjacent to habitats where sensitive species breed?							
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?							

SMARTER CHOICES - SMARTER CHOICES - BALANCED						
Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	Increases in cycling and walking should reduce the overall risk of accidents.	+			X	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	Encourages and supports the use of sustainable transport modes, and will provide opportunities to travel without the need for a car.	+		X		
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	Encourages and supports the use of sustainable transport modes, and will provide opportunities to travel without the need for a car.	+		X		
<p>Reduce the community severance effects of transport.</p>	Some modal shift will help to reduce the effects of community severance.	+			X	

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
<p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>						
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Encourages and supports the use of sustainable transport modes, and will provide opportunities to travel without the need for a car, particularly in SSCTS and market towns.</p>	+		X		
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>This option will not have any significant effect on journey times and the management of the existing transport system.</p>	o		X		
<p>Invest in transport improvements that help the economy of Wiltshire.</p>	<p>Some limited modal shift will provide some light congestion relief.</p>	+			X	

SMARTER CHOICES - SMARTER CHOICES - BALANCED

Introduce limited 'smarter choice' measures in appropriate new developments and the SSCTS and market towns, and undertake a range of targeted 'smarter choice' promotions.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Mbd	Low	
<p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>This option will not significantly reduce the impact of freight on communities.</p>	o	x			

Summary:

Encourage travel behaviour change amongst motorists, although the level of modal shift is expected to be limited. As a result the benefits to the natural and built environments will be limited too.

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option will not cause significant losses in habitat or habitat fragmentation or include actions that will compromise the targets of local BAPs or any other designated site.	o	X			
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not cause contamination or compromise the quality and quantity of land soil and water resources.	o	X			
Will the plan...						

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL						
Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	Any new infrastructure will be located at sites that have already been designated for development through the appropriate planning channels. Overall no significant effect.	o	X			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.	Very limited reduction in air and environmental pollution due to lack of enforcement, therefore no significant effects overall.	o	X			
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?						
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Very limited reduction in CO2 emissions due to lack of enforcement, therefore no significant effects overall.	o	X			
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...	This option will not have any significant effects.	o	X			
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.						

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	This options will not significantly conserve, enhance or have a negative impact on areas noted for their cultural and historical value.	o	X			
Will the plan...						
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	This option will not significantly cause a change in traffic flow.	o	X			
Will the plan...						
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause significant changes to traffic flow in areas valued for their landscape character.	o	X			
Will the plan...						
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>This option will not significantly alter the impact of transport on the quality of urban and rural centres.</p>	<p>o</p>	<p>x</p>			
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>Encourages people who live in the relevant residential areas and businesses to walk and cycle. Limited impact though due to lack of enforcement.</p>	<p>+</p>			<p>x</p>	

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	Encourages people who live in the relevant residential areas and businesses to walk and cycle which can improve personal health benefits.	+			X	
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	Because the modal shift is limited the effect on noise will not be significant.	o			X	
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Uncertain impact on road casualty rates as depends on of level of cycle training and uptake, however thought to have no significant effect overall.</p>	<p>o</p>	<p>X</p>			
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Provides access opportunities for those residents and employees without access to a car. Lack of enforcement will limit its impact.</p>	<p>+</p>			<p>X</p>	
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Provides access opportunities for those employees without access to a car. Lack of enforcement will limit its impact.</p>	<p>+</p>			<p>X</p>	
<p>Reduce the community severance effects of transport.</p>	<p>Limited modal shift will not result in any significant change to community severance.</p>	<p>o</p>	<p>X</p>			

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>						
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	Offers a number of alternatives to the car and has the potential to change travel behaviour so that more people travel by sustainable modes.	+		X		
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	This option will not have any significant effect on journey times and the management of the existing transport system.	o		X		
<p>Invest in transport improvements that help the economy of Wiltshire.</p>	Limited modal shift will not result in any significant changes to congestion and journey times.	o		X		

SMARTER CHOICES - TRAVELS PLANS - CONVENTIONAL

Use the planning system to develop and monitor mandatory residential and business (organisational) travel plans. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>This option will not significantly reduce the impact of freight on communities.</p>	o	X			

Summary:

Encourages and supports behavioural changes to more sustainable modes of travel, however the level of modal shift is expected to be limited and therefore unlikely to result in any significant changes to air quality and CO₂ emissions, with enhancement and impact on the natural and built environments being minimal too.

SMARTER CHOICES - TRAVEL PLANS - BALANCED Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option will not cause significant losses in habitat or habitat fragmentation or include actions that will compromise the targets of local BAPs or any other designated site.					
Include actions that help reach targets or compromise targets of the local BAPs?		o	X			
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.						
Will the plan...						
	This option will not cause contamination or compromise the quality and quantity of land soil and water resources.	o	X			

SMARTER CHOICES - TRAVEL PLANS - BALANCED						
Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause changes in existing soil erosion problems, including the effects of road maintenance?						
Cause the loss or pollution of soils and watercourses which support valued habitats and species?						
Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.	Any new infrastructure will be located at sites that have already been designated for development through the appropriate planning channels. Overall no significant effect.		X			
Will the plan...						
Reduce the need to develop high quality agricultural land and Greenfield sites?						
Air quality and environmental pollution						
Reduce the negative impacts of the transportation system on air quality.						
Will the plan...						
Cause any changes in traffic that affect an Air Quality Management Area?	Air quality improvements as result of some modal shift. Schemes/ travel plans could be incorporated into Air Quality Management Plans.				X	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						

SMARTER CHOICES - TRAVEL PLANS - BALANCED

Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO₂ emissions.						
Will the plan...						
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? This is linked to LAA indicator NI 185: CO ₂ from Local Authority operations; NI 186: per capita CO ₂ emissions in the Local Authority area.	CO ₂ emissions reduction as a result of some modal shift.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.	This option will not have any significant effects.	o		X		

SMARTER CHOICES - TRAVEL PLANS - BALANCED

Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.	Modal shift will begin to reduce the impact of transport on historic sites and monuments. Reduced business parking overspill will improve the streetscenes, particularly in historic market towns.	+				
Will the plan...					X	
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.	Modal shift will begin to reduce the impact of transport on townscapes, by reducing noise, vibration and visual intrusion.	+				
Will the plan...					X	
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						
Protect and enhance the quality of Wiltshire's landscapes.	This option will not cause significant changes to traffic flow in areas valued for their landscape character.	o				
Will the plan...					X	
Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?						

SMARTER CHOICES - TRAVEL PLANS - BALANCED Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>This option will help to reduce the impact of transport through some modal shift will improve levels of congestion and reduce traffic levels. Additional walking and cycling routes may have some impact on the surrounding environment.</p>	+			X	<p>The use of appropriate materials and the location could be used in ways which provide enhancement to the local character of the area.</p>
Population						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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.</p>	<p>This option provides good access opportunities for residents and employees without access to a car.</p>	++		X		<p>Bus patronage will need to be monitored to ensure it remains viable travel option.</p>

SMARTER CHOICES - TRAVEL PLANS - BALANCED

Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.	This option reduces the need to travel by car and encourages people who live and work in the targeted areas to walk and cycle.	++		X		
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.						
Reduce the noise impact of the transport system.	There will be some modal shift which should result in a reduction in noise levels.	+			X	
Will the plan...						
Reduce the amount of traffic in tranquil areas?						
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
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?						

SMARTER CHOICES - TRAVEL PLANS - BALANCED

Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the adverse effects of transport on safety.</p> <p>Will the plan...</p> <p>Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.</p>	<p>Increases to non-motorised modes should result in a decrease in traffic accidents and help to achieve KSI targets.</p>	+			X	
Inclusive communities						
<p>Increase accessibility to key services, facilities, and retail without the need for a car</p> <p>Will the plan...</p> <p>Provide opportunities to travel without the need for a car?</p>	<p>Provides those without access to a car alternative ways of travelling, especially those people who live and work in the targeted areas.</p>	++		X		<p>Bus patronage will need to be monitored to ensure it remains viable travel option.</p>
<p>Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.</p> <p>Will the plan...</p> <p>Lead to alternatives ways of travel to employment hubs?</p>	<p>Provides those without access to a car alternative ways of travelling, especially those people who live and work in the targeted areas.</p>	++		X		
<p>Reduce the community severance effects of transport.</p>	<p>This option provides some modal shift which will result in a reduction of community severance.</p>	+				X

SMARTER CHOICES - TRAVEL PLANS - BALANCED

Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>						
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Promotes sustainable travel and increases the range of travel alternatives, especially to those people living and working in the relevant areas.</p>	++	X			<p>Bus patronage will need to be monitored to ensure it remains viable travel option.</p>
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>As modal shift increases so will opportunities to manage the road network more effectively.</p>	+			X	
<p>Invest in transport improvements that help the economy of Wiltshire.</p>	<p>Modal shift will provide some congestion relief benefits and consequent improvements to journey time reliability.</p>	+			X	

SMARTER CHOICES - TRAVEL PLANS - BALANCED

Use the planning system to develop, monitor and enforce mandatory residential and business (organisational) travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>						
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Potential to achieve more sensitive (e.g. delivery times and routing) freight movements to and from relevant businesses which could reduce noise, severance and vibrations impacts on local communities.</p>	+			X	

Summary:

Promotes sustainable travel and increases opportunities for sustainable travel resulting in modal shift with benefits to the natural and built environments, such as improved air quality and reduced CO₂ emissions.

Structure

STRUCTURES - BRIDGES - BALANCED Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	This option will not cause any significant changes in habitat fragmentation or habitat loss, not does it include actions that will compromise the targets of local BAPs and designated wildlife sites.	o	X			Need to follow statutory guidance for the protection of wildlife.
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of transport system on water resources.	This option will not cause contamination or compromise the quality and quantity of soil, land and water resources.	o	X			

STRUCTURES - BRIDGES - BALANCED Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	This option will not require any changes to any previously undeveloped Greenfield sites or agricultural land.	o	X			
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p> <p>Cause any changes in traffic that affect an Air Quality Management Area?</p>	Location uncertainty of bridges at this stage, but likely that journey lengths will be reduced thus reducing the air and environmental pollution from vehicles particularly HGVs. Uncertain of actual impact on traffic flows.	+			X	

STRUCTURES - BRIDGES - BALANCED

Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Affect areas which are likely to experience a 10% change in traffic flow/nature?						
Cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?						
Climatic factors						
Reduce the contribution of the transport system to CO2 emissions.						
Will the plan...						
Cause a change in traffic flow or a change in the nature of traffic that would cause changes in fuel use and CO2 which would assist in meeting the target of reducing the amount of carbon dioxide produced? This is linked to LAA indicator NI 185: CO2 from Local Authority operations; NI 186: per capita CO2 emissions in the Local Authority area.	Location uncertainty of bridges at this stage, but likely that journey lengths will be reduced thus reducing the air and environmental pollution from vehicles particularly HGVs. Uncertain of actual impact on traffic flows.	+			X	
Ensure that the transport system can cope with the unavoidable effects of climate change.						
Will the plan...						
Reduce the unavoidable effects of climate change? This is linked to LAA	Bridge reconstruction carried out to deal with potential impacts from climate change.	+				

STRUCTURES - BRIDGES - BALANCED Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
indicator NI 188: Adapting to climate change.						
Historic Environment						
Conserve and enhance features and areas of historical and cultural value.						
Will the plan...	This option will not cause any significant impacts on areas valued for historical and cultural value.	o	X			
Cause direct impacts on sites or monuments through the provision of new transport infrastructure?						
Conserve and enhance archaeological sites and features.						
Will the plan...	This option will not cause any significant changes to traffic flow in areas or sites valued for their historical and cultural heritage.	o	X			
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						
Protect and enhance the quality of Wiltshire's landscapes.						
Will the plan...	This option will not cause any significant changes to traffic flow in areas valued for their landscape character.	o	X			

STRUCTURES - BRIDGES - BALANCED
 Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?</p>						
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Location of bridges uncertain at this stage, but it is likely that this option will reduce traffic levels in some town centre areas, particularly HGVs and PSVs.</p>	+			X	
Population and housing						
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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</p>	<p>Where the opportunities arise more appropriate routing of freight which should improve journey time reliability for buses and improve safety and overall environment for walking and cycling.</p>	+			X	

STRUCTURES - BRIDGES - BALANCED
 Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
citizens? This includes changes to physical infrastructures and services.						
Healthy communities						
Reduce the need/desire to travel by car and encourage physical modes of transport.						
Will the plan...						
Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.	Where the opportunities arise more appropriate routing of freight which should improve safety and overall environment for walking and cycling.	+			X	
Reduce the noise impact of the transport system.						Will need to follow statutory guidelines for the protection of wildlife.
Will the plan...						
Reduce the amount of traffic in tranquil areas?	Some noise from strengthening works which may affect adjacent habitats. Some potential to reduce the impact of noise on local communities due to alternative routing of heavier vehicles.	+				X
Affect sensitive receptors within 200m of a noise change?						
Affect areas adjacent to habitats where sensitive species breed?						
Affect areas where noise is likely to change in nature as a result of an						

STRUCTURES - BRIDGES - BALANCED

Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
increase in HGVs or change to the time of traffic?						
Reduce the adverse effects of transport on safety.						
Will the plan...						
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.	Less HGV and PSV driver frustration which has the potential to reduce the accident risk.	+			X	
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car						
Will the plan...		+/-			X	
Provide opportunities to travel without the need for a car?	The more appropriate routing of freight should improve journey time reliability for buses and improve safety and overall environment for walking and cycling. Possible side effect of improving journey time reliability could encourage more car use.					
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.						
Will the plan...		+/-			X	
Lead to alternatives ways of travel to employment hubs?	The more appropriate routing of freight should improve journey time reliability for buses and improve safety and overall environment for walking and cycling. Possible side effect of improving journey time reliability could encourage more car use.					

STRUCTURES - BRIDGES - BALANCED						
Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improves the natural environment.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>The re-routing of freight should result in a reduction of community severance.</p>	+			X	
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Where the opportunities arise more appropriate routing of freight which should improve journey time reliability for buses and improve safety and overall environment for walking and cycling. Possible side effect of improving journey time reliability could encourage more car use.</p>	+			X	
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>Reduced journey lengths should help to maintain journey times.</p>	+			X	

STRUCTURES - BRIDGES - BALANCED Reconstruction and strengthening of sub-standard bridge for weight reasons, using efficient, effective and economic processes and materials. When opportunities occur implement improvements that encourage the use of sustainable modes and improve the natural environment.						
SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	<p>Reduced journey lengths, aids the routing of PSVs and spreads the impact of HGVs, all should decrease journey times and improve journey time reliability, all economic improvements for Wiltshire.</p>	+				
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Potential to reduce impacts of noise and vibration on the local community.</p>	+				
Summary:						
<p>Reductions in journey lengths as a result of bridge improvements should result in shorter and more efficient journeys benefits such as better air quality and reduced CO2 emissions and should lessen the impact of freight on some communities, which may result in increases to cycling and walking levels. However improvements to journey time reliability may result in more car use.</p>						

Walking

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
Biodiversity						
Protect and enhance biodiversity and geological features and avoid irreversible losses of habitats at all levels.						
Will the plan...						
Include actions that cause changes in habitat fragmentation or habitat loss?						
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?	Reductions in emissions will provide a limited benefit for biodiversity through improvements to air quality.	+			x	
Include actions that help reach targets or compromise targets of the local BAPs?						
Include actions that affect Natura 2000 sites, SSSIs or other designated sites?						
Land, soil and water resources						
Reduce soil contamination and safeguard soil quality and quantity and minimise the impact of	Some limited benefits through reduced car usage and the subsequent reduced run-off.	+			x	

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>transport system on water resources.</p> <p>Will the plan...</p> <p>Cause changes in existing soil erosion problems, including the effects of road maintenance?</p> <p>Cause the loss or pollution of soils and watercourses which support valued habitats and species?</p>						
<p>Ensure that Greenfield sites and quality agricultural land is avoided for development and new infrastructure.</p> <p>Will the plan...</p> <p>Reduce the need to develop high quality agricultural land and Greenfield sites?</p>	Location uncertainties	?				
Air quality and environmental pollution						
<p>Reduce the negative impacts of the transportation system on air quality.</p> <p>Will the plan...</p>	Modal shift will improve air quality and option could be used as part of an Air Quality Management Plan. Unknown whether there will be a 10% change in traffic flow nature.	+		x		

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Reduce the unavoidable effects of climate change? This is linked to LAA indicator NI 188: Adapting to climate change.</p>	means in the event of extreme weather. Overall no significant effect.					
Historic Environment						
<p>Conserve and enhance features and areas of historical and cultural value.</p> <p>Will the plan...</p> <p>Cause direct impacts on sites or monuments through the provision of new transport infrastructure?</p>	Will assist in the maintenance and improvement of the historic environment through the sensitive design and location of signage. Generally improves the integration of walking infrastructure into the streetscene and the public realm.	++	x			
<p>Conserve and enhance archaeological sites and features.</p> <p>Will the plan...</p> <p>Cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic heritage?</p>	Modal shift likely which will improve traffic flows and aid a reduction in congestion. Most likely to occur urban areas, so location of monuments will determine level of impact.	+		x		
Landscapes and townscapes						
<p>Protect and enhance the quality of Wiltshire's landscapes.</p>	Generally in urban areas only, therefore now significant effects.	o	x			

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Will the plan...</p> <p>Cause changes in traffic flows and the nature of traffic in areas valued for their landscape character?</p>						
<p>Help reduce the impact of transport and improve the quality of urban and rural centres.</p> <p>Will the plan...</p> <p>Reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres?</p> <p>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?</p>	<p>Modal shift will aid reductions in noise, severance and congestion. Signage will help bring a 'sense of place' to areas and generally enhance the character of the areas within which it is in.</p>	++	x			
<p>Provide everyone with the opportunity to access key services.</p> <p>Will the plan...</p> <p>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</p>	<p>Improved walking links to public transport interchanges and key services and facilities. Increased journey opportunities for all especially in deprived areas where car ownership is low.</p>	++	x			

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>citizens? This includes changes to physical infrastructures and services.</p> <p>Healthy communities</p> <p>Reduce the need/desire to travel by car and encourage physical modes of transport.</p> <p>Will the plan...</p> <p>Lead to an increase in walking and cycling numbers? This is linked to LAA indicator NI 56 on obesity, NI 121 on circulatory disease and NI 137 on life expectancy.</p> <p>Reduce the noise impact of the transport system.</p> <p>Will the plan...</p> <p>Reduce the amount of traffic in tranquil areas?</p> <p>Affect sensitive receptors within 200m of a noise change?</p> <p>Affect areas adjacent to habitats where sensitive species breed?</p> <p>Affect areas where noise is likely to change in nature as a result of an</p>	<p>Definite improved walking routes and links which should lead to an increase in walking numbers and an increase in physical activity.</p> <p>Modal shift will lead to reductions in noise levels which could be localised.</p>	<p>++</p> <p>+</p>	<p>x</p> <p>x</p>	<p></p> <p></p>	<p></p> <p></p>	

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
increase in HGVs or change to the time of traffic?						
Reduce the adverse effects of transport on safety.						
Will the plan...	Improved road safety through the provision of safer networks and crossing points - possible adverse impact because of the increased number of pedestrians.	++	x			
Lead to a decrease in traffic accidents/accident severity and help meet KSI targets? This is linked to LAA indicator NI 47 on road accidents.						
Inclusive communities						
Increase accessibility to key services, facilities, and retail without the need for a car						
Will the plan...	Improved walking links to public transport interchanges and key services and facilities. Increased journey opportunities for all especially in deprived areas where car ownership is low.	++	x			
Provide opportunities to travel without the need for a car?						
Ensure that where employment opportunities are to be found there is appropriate accessibility that doesn't involve the use of a car.						
Will the plan...	Improved walking links to public transport interchanges and key services and facilities. Increases to journey opportunities which do not require the use of a car.	++	x			
Lead to alternatives ways of travel to employment hubs?						

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/rivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Reduce the community severance effects of transport.</p> <p>Will the plan...</p> <p>Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?</p>	<p>Modal shift will aid a reduction in congestion and improvements to crossing facilities, particularly in urban areas, resulting in limited improvements to community severance.</p>	++	x			
Transport						
<p>Reduce the need to travel, and promote sustainable travel modes of transport.</p> <p>Will the plan...</p> <p>Increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking and cycling)?</p>	<p>Improved walking links to public transport interchanges and key services and facilities. Increased journey opportunities for all especially in deprived areas where car ownership is low.</p>	++	x			
Economy and enterprise						
<p>Help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.</p> <p>Will the plan...</p> <p>Help to manage routes effectively in order to maintain journey times?</p>	<p>Potential to reduce congestion on local road network, therefore maintaining at least local journey time reliability.</p>	++		x		

WALKING - NETWORK - RADICAL

Provide a sympathetically designed, high quality and well maintained network of walking routes in and between significant trip origins and destinations (e.g. housing, shops, schools, employment areas, public transport stops, tourist attractions) Signage to reflect individuality and 'sense of place'. Priority given to high demand routes, mitigation of barriers such as busy roads/railways/ivers, links to public transport nodes.

SEA objectives	Impact of option	Appraisal summary	Probability			Mitigations/recommendations
			High	Med	Low	
<p>Invest in transport improvements that help the economy of Wiltshire.</p> <p>Will the plan...</p> <p>Include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</p> <p>Include areas where tourism has a foothold?</p>	<p>Improvements to congestion through modal shift therefore decreasing journeys times and improvements to journey time reliability, albeit on a local basis. Benefits to tourism through a more attractive environment.</p>	++				
<p>Reduce the impact of road freight on communities.</p> <p>Will the plan...</p> <p>Provide/encourage the use of alternatives to road freight and provide routes for freight traffic that reduce impacts on communities and the environment?</p>	<p>Does not provide alternative to road freight, or is likely to reduce impact of freight on communities.</p>	o	x			
Summary:						

Improved walking links to key services and public transport interchanges should result in modal shift, which will provide benefits for the natural and built environments, through reductions in emissions and better air quality as well as less visual and noise intrusion and improvements to road safety.

This document was published by Wiltshire Council Neighbourhood and Planning Department.
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