Wiltshire Local Transport Plan 2011- 2026

SEA Statement
(updated March 2014)

Wiltshire Council
Where everybody matters

Wiltshire Local Transport Plan

2011-2026

Strategic Environmental Assessment

Statement

March 2014

Non-technical summary

During March 2011 Wiltshire Council published the third Local Transport Plan 2011-2026 (LTP3). This replaced the previous Local Transport Plan 2006-2011 (LTP2). During the development of LTP3 a Strategic Environmental Assessment (SEA) was undertaken to see whether the plan would cause any significant environmental effects (either positive or negative) . The SEA process included specialist analysis and consultation with statutory bodies and interested parties. The outputs from the SEA were also made available to the public.

Further to this, in March 2014 Wiltshire Council published some of LTP3's remaining daughter documents: the Accessibility Strategy, Cycling Strategy, Powered Two-wheeler Strategy and the Smarter Choices Strategy. These documents required a further SEA to be undertaken.

This document is the final element in the SEA process, and is known as the SEA Statement. It includes information from both SEA's. Further updates will also be made to this document as the other remaining LTP3 strategies are developed and published.

It contains the following information:

- How environmental considerations have been incorporated into LTP3 and its daughter documents.

- How the Environmental Report has been taken into account.

- How consultation responses have been taken into account in finalising LTP3 and its daughter documents.

- The reason for choosing LTP3 and its daughter documents as adopted, in light of other reasonable alternatives.

- The measures to monitor the significant environmental effects of LTP3.

On both occasions the SEA process revealed no significant adverse environmental effects. However, the assessment did identify some areas of uncertainty and potential minor negative impacts in forecasting the likely environmental effects of LTP3 and its daughter documents implementation.

As the SEA identified no significant adverse environmental effects of implementing LTP3 and its daughter documents, the SEA process was widened to examine how the plan could influence some of the less significant issues that were identified. This included measures to avoid and mitigate minor negative effects, as well as measures to enhance some of the positive effects.

In 2013 the Environmental Report for the Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies underwent a period of consultation. There were no comments received during this consultation. However, this SEA Statement does contain the comments received from the previous SEA Scoping and Environmental Reports.

As areas of uncertainty were identified as well as predicted significant positive effects during the overall LTP3 SEA process, monitoring measures are required, and these are set out in this SEA Statement.

1 Introduction

1.1   Under the terms of the The Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations, Statutory Instrument 2004, No 1633), a Strategic Environmental Assessment (SEA) adoption statement was published alongside Wiltshire Council's third Local Transport Plan (LTP3). This is an update to include the LTP3 daughter documents: Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies which were published in March 2014.

1.2   According to the SEA Regulations, the statement must include:

- How environmental considerations have been integrated into the LTP.

- How the Environmental Report has been taken into account.

- How opinions expressed in response to the consultation of the Environmental Report have been taken into account.

- The reasons for choosing the plan or programme as adopted, in light of other reasonable alternatives dealt with.

- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan.

1.3   In order to satisfy these requirements the structure of this report is as follows:

- Background: A brief background to the SEA process undertaken on Wiltshire's third Local Transport Plan.

- Consultation: How comments from the public and statutory consultees on the Environmental Reports have been taken into account in the LTP.

- Alternative options: How alternatives were selected for the LTP and how the significant environmental effects of these alternatives were taken into account in the final LTP.

- Monitoring: What measures will be taken to monitor the potentially significant and unforeseen effects of the LTP.

2 The SEA process

2.1   The SEA has been carried out by Wiltshire Council Sustainable Transport Group.

2.2   The SEA process for Wiltshire is shown in Table 2.1.

Table 2.1 Stages of the SEA process

SEA stage and tasks	Purpose
Stage A: Setting the context and establishing the baseline	
Identify other relevant plans, programmes and environmental protection objectives.	Documents how the LTP3 is affected by outside factors and suggests ideas for how any constraints can be addressed. Helps to identify SEA objectives.
Collect baseline information.	Provides an evidence base for environmental problems and monitoring. Aids development of SEA objectives.
Identify environmental problems.	Helps to focus the SEA and streamline the subsequent stages including baseline information.
Development of SEA objectives.	Provides a means by which the environmental performance of LTP3 can be assessed.
Stage B: Deciding on the scope of the SEA and development of strategic alternatives.	
Testing LTP3 against the SEA objectives.	Ensures that the overall objectives of LTP3 are in accordance with the SEA objectives and provides a suitable framework for option development.
Appraising strategic alternatives.	Assists in the development and refinement of the strategic alternatives by identifying potential environmental impacts.
Consulting on the scope of SEA.	Ensures that the SEA covers the key environmental issues.
Stage C: Assessing the effects of the plan	
Predicting the effects of LTP3, including alternatives.	Predicts the significant environmental effects of LTP3 and its alternatives.
Evaluation of LTP3, including alternatives.	Evaluates the predicted effects of LTP3 and its alternatives and assists in refinement of the plan.
Mitigating adverse effects.	Ensures all potential mitigation measures are considered and as a result residual effects are identified.
Proposal of measures to monitor the environmental effects of LTP3 implementation.	Details the means by which the environmental performance of LTP3 can be assessed.
Preparation of the Environmental Report.	Provides a detailed account of the SEA process, including the findings of the environmental assessment and how it influenced the development of the draft LTP3.
Stage D: Consultation of LTP3 and the Environmental Report	
Consultation of statutory consultees and members of the public for both LTP3 and the SEA.	Allows the consultees and members of the public an opportunity to express their opinions on the findings of the Environmental Report. Gathers more relevant information through opinions and concerns.
Assessing significant changes.	Ensures that the environmental implications of any significant changes to the draft LTP3 are assessed and taken into account.

SEA stage and tasks	Purpose
Making decisions and providing information.	Provides information on the how the Environmental Report and consultees opinions were taken into account in deciding the final form of LTP3.
Stage E: Monitoring the significant effects of the implementing LTP3 on the environment	
Developing aims and methods for monitoring.	Tracks the environmental effects of LTP3 and shows whether they are as predicted.
Responding to adverse effects.	Prepares for appropriate responses where adverse effects are identified.

How environmental considerations have been integrated into LTP3's strategies

2.3   SEAs are iterative processes and as such are intended to influence and inform each stage of the plan development.

2.4   The SEA process aimed to ensure the integration of environmental considerations into the LTP3 preparation by:

- Undertaking the SEA process in parallel with development of LTP3 and by providing information on environmental implications to influence the content of LTP3.

- Issuing the Scoping Report to the statutory consultees for comments on the key environmental issues and proposed scope of the SEA.

- Recording an assessment of the environmental effects of LTP3 in the Environmental Report.

2.5   The SEA Regulations require that where significant adverse effects are identified during the assessment process measures should be considered to prevent, reduce or offset these effects. However, the assessment of the preferred overall LTP3 Strategy and its associated strategies including the Accessibility, Cycling, Powered Two-wheeler and Smarter Choices strategies identified no significant adverse effects and therefore the SEA process was not required to outline any measures to mitigate these effects. Whilst the main purpose of the SEA is to address the significant negative effects of a plan, the process also provides the opportunity to consider how the plan can influence some of the other issues that are examined. The SEA therefore recommended improvements that could be made to offset the minor negative adverse and uncertain effects as shown in Table 2.2 which describes the following:

- the potential uncertain and negative significant environmental effects identified as a result of the implementation of LTP3

- the proposals made for mitigation

- how LTP3 has taken these into account.

Table 2.2 Significant or uncertain effects of LTP3

Effect	Proposed mitigation recommendations	Action taken in LTP3
Biodiversity		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 Implementation Plan for 2011/12. The detailed Implementation Plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011. The LTP3 Strategy has been amended to include the following in chapter 6: "Biodiversity and other environmental issues related to the development and implementation of transport schemes are considered by the council's county ecologist through the service delivery team process operated by the Department for Neighbourhood and Planning". In addition, the approaches to be taken by the council in addressing the 'likely significant effects' at each European designated site identified through the HRA process will be reflected in all LTP3 documents including the implementation plans.
Transport objective SO17 wishes to improve access to the countryside with potential to disturb wildlife.	Change SO17 to include sustainable transport access	Strategic Objective SO17 has been amended to read "To improve *sustainable* access to Wiltshire's countryside…"
Lack of clarity over what is meant by "natural" environment	Provide clarity over term "natural" environment.	The definition was drawn from the national transport goals.

Effect	Proposed mitigation recommendations	Action taken in LTP3
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.	Most bus shelters that have lighting are located in areas that already have street lights. There are a few shelters in rural areas with solar powered lights – these emit only low level background lighting except when a movement sensor detects that there is someone in the shelter.

In addition, the following approach will be taken with regard to the Bath and Bradford on Avon Bats SAC: "Consult with Natural England regarding night time construction works alterations to street lighting on the B3018 around Limply Stoke, and the A4 and B3109 around Corsham". |
| 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. | Reference has been made in LTP3 to engineering design work including consideration of environmental issues. The strategy will include reference to developing an Environmental Management Plan (EMP) with consultants and contractors undertaking design and construction. The EMP will provide a framework to minimise and mitigate environmental risk. |
| Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies | | |
| Increases in cycling, walking, powered two-wheeler and public transport infrastructure could have a negative impact on wildlife habitat and cause some wildlife disturbance. | Whilst the effects are not thought to be significant, landscape planting and reinstatement of lost vegetation could help to replace lost habitats over time. Where there is a significant disturbance to wildlife an environmental assessment may be required. | The LTP3 Strategy has been amended to include the following in chapter 6:

"Biodiversity and other environmental issues related to the development and implementation of transport schemes are considered by the council's county ecologist through the service delivery team process operated by the Department for Neighbourhood and Planning".

In addition, the approaches to be taken by the council in addressing the 'likely significant effects' at each European designated site identified through the HRA process will be reflected in all LTP3 documents. |

Effect	Proposed mitigation recommendations	Action taken in LTP3
		In a further addition to this the strategies have taken this into consideration and include the following "The provision of cycling facilities can require removal of small amounts of vegetation, but this can usually be mitigated. Encouraging compact urban developments, based on cycling and walking, reduces the pressure to develop greenfield land." Policy 1b Follow design guidance in Appendix 2 – this states that 'invisible' i.e. on-road infrastructure should generally be the first option considered. Planning permission is not required when extending into a verge and this is unlikely to be in locations where 'significant' disturbance occurs.

Land, soil and water resources

Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies

Effect	Proposed mitigation recommendations	Action taken in LTP3
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 Implementation Plan for 2011/12. The detailed Implementation Plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011. The LTP3 Strategy has been amended to include the following in chapter 6: "Biodiversity and other environmental issues related to the development and implementation of transport schemes are considered by the council's county ecologist through the service delivery team process operated by the Department for Neighbourhood and Planning".

Effect	Proposed mitigation recommendations	Action taken in LTP3
		In addition, the approaches to be taken by the council in addressing the 'likely significant effects' at each European designated site identified through the HRA process will be reflected in all LTP3 documents including the implementation plans.
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.	Strategic Objective SO17 has been amended to read "To improve *sustainable* access to Wiltshire's countryside…".
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.	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.	Policy PS6 has been amended (see below) to introduce flexibility in how residential parking standards are implemented: "Reduced residential parking requirements will be considered in the following circumstances: where there are significant urban design or heritage issues, where parking demand is likely to be low and where any parking overspill can be controlled." In addition, the following supporting text has been added: "As part of the integration with the wider design approach to a development, appropriate measures should also be considered to reduce the environmental impact of providing the required parking spaces (e.g. the use of permeable surfaces to reduce surface water run-off)".
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.	LTP3 Strategy commits to development of an Environmental Management Plan to provide a framework to minimise and mitigate the use of natural resources.

Effect	Proposed mitigation recommendations	Action taken in LTP3
Air quality and environmental pollution		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011. The LTP3 Strategy has been amended to include the following in chapter 6: "The development and implementation of transport measures as part of AQAPs or the LTP implementation plan are considered by the council's Local Air Quality Management Officers Working Group through regular meetings and the service delivery team process operated by the Department for Neighbourhood and Planning".
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.	No new strategic routing has been developed with regards to these areas. The proposed strategic routes follow their existing designation. Therefore the current management of these areas are developed accordingly.
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.	The public transport strategy has been amended to include as a long term objective 'the council will encourage operators to adopt vehicles with low emissions of both pollutants and carbon'. The Delivery Plan recognises that costs and funding will limit the ability to make progress in the short term, but says that opportunities will be taken when this can be done through external funding or within available resources.

Effect	Proposed mitigation recommendations	Action taken in LTP3
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.	This will is included as a design consideration particularly and will form part of the Environmental Management Plan to minimise and mitigate the effects of schemes on air quality.
Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies		
In connection with the public transport strategy there is some uncertainty regarding the use of older public transport vehicles.	Measures required to upgrade older vehicles. Older vehicles tend to not 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 an enhancements the the bus lane network.	The public transport strategy has been amended to Include the following 'the council will encourage operators to adopt vehicles with low emissions of both pollutants and carbon'. The Delivery Plan recognises that costs and funding will limit the ability to make progress in the short term, but says that opportunities will be taken when this can be done through external funding or within available resources.
Climatic factors		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the Council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
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.	The public transport strategy has been amended to include as a long term objective 'the council will encourage operators to adopt vehicles with low emissions of both pollutants and carbon'. The Delivery Plan recognises that costs and funding will limit the ability to make progress in the short term, but says that opportunities will be taken when this can be done through external funding or within available resources.
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	This will is included as a design consideration particularly and will form part of the Environmental

Effect	Proposed mitigation recommendations	Action taken in LTP3
	also be tested) especially in areas already subject to high levels of emissions.	Management Plan to minimise and mitigate the effects of schemes on air quality.
Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies		
In connection with the public transport strategy there is some uncertainty regarding the use of older public transport vehicles.	Measures required to upgrade older vehicles. Older vehicles tend to not 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 an enhancements the the bus lane network.	The public transport strategy has been amended to Include the following 'the council will encourage operators to adopt vehicles with low emissions of both pollutants and carbon'. The Delivery Plan recognises that costs and funding will limit the ability to make progress in the short term,but says that opportunities will be taken when this can be done through external funding or within available resources.
Extreme weather conditions could mean people waiting at bus stops are not suitably protected.	Provide suitable weather proof bus shelters.	The Public Transport Strategy broadly covers this through its long term strategy "improve the accessibility of services for those who currently find them difficult to use, including access to the vehicle and access to and between modes" and "the council will work in partnership with bus, rail and community transport operators,the area boards and community area partnerships, the Wiltshire Transport Alliance, the NHS, neighbouring authorities and other potential partners to provide a coherent approach to public transport provision across Wiltshire as a whole, and to make best use of available resources to meet the transport and access needs of the county.
Cyclists could endure extreme weather conditions as a result of climate change.	Provide a high standard of changing/showering facilities at transport interchanges as well as other key destinations, such as work places etc. Provide and promote information about appropriate clothing.	The Cycling Strategy has considered this through the following: "It should also be noted that cycle parking is an optional element in the Code for Sustainable Homes and BREEAM standards, and that Wiltshire's Core Strategy requires developments to meet a certain level of these standards as specified in Core Policy 41.BREEAM [for non-residential buildings] includes shower/changing facilities as an optional element and these maybe required as part of a Travel Plan.

Effect	Proposed mitigation recommendations	Action taken in LTP3
		Cycle parking at transport interchanges (e.g. rail or bus stations) should minimise interchange times by being located close to ticket offices or platforms/bays. Long-stay cycle parking should be covered. It is desirable that short-stay cycle parking (shopping and visitor) should also be covered, but this is not essential. Changing facilities at or close to transport interchanges (most likely to be provided as toilets) will also be encouraged.
		The Public Transport strategy encourages provision of passenger facilities at bus and rail interchanges which are likely to include toilets that can be used as changing facilities.

Historic environment

Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies

Effect	Proposed mitigation recommendations	Action taken in LTP3
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
		The following has been added to chapter 6 of the LTP3 Strategy:
		"Further consideration of urban design, conservation and heritage issues related to the development and implementation of transport schemes is achieved through the service delivery team process operated by the Department for Neighbourhood and Planning".

Effect	Proposed mitigation recommendations	Action taken in LTP3
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.	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.	The following was added to chapter 6 in the LTP3 Strategy: "In the future, the approach and principles of the Bradford-on-Avon Historic Core Zone project and emerging Salisbury Public Realm Strategy are likely to guide the council's traffic management schemes and public realm improvements in other appropriate areas". Road safety schemes will follow the overall strategy and consultation will be undertaken in conservation areas to minimise impacts.
People may choose to park in nearby streets rather than pay the charge which can have an adverse impact on the historic environment.	The adoption of the radical parking charges option would provide the most beneficial impact on the historic environment.	Paragraph 5.10 of the LTP3 Car Parking Strategy states that: "Prioritised reviews will be undertaken where there is an identified displacement of parking into inappropriate areas caused as a result of the imposition of the revised parking charges".
Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies		
Possible new transport infrastructure could have a negative impact on streetscene and the historic environment.	Infrastructure requirements will need to be in keeping with the local environment/culture.	The following was added to chapter 6 in the LTP3 Strategy: "In the future, the approach and principles of the Bradford-on-Avon Historic Core Zone project and emerging Salisbury Public Realm Strategy are likely to guide the council's traffic management schemes and public realm improvements in other appropriate areas". In addition to this the Cycling Strategy already states that Manual for Streets should be used as design guidance. It states "however, a number of other factors may also affect which type of facility is

Effect	Proposed mitigation recommendations	Action taken in LTP3
		suitable. This includes: "The Place and Movement function of the street. A significant degree of place functions and a high number of cyclist and pedestrian movements encourages better driving behaviour." The Powered Two-wheeler strategy also recommends removing excess signage and clutter.
Landscapes and townscapes		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011. The following was added to chapter 6 of the LTP3 Strategy: "Further consideration of urban design, conservation and heritage issues related to the development and implementation of transport schemes is achieved through the service delivery team process operated by the Department for Neighbourhood and Planning".
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	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.	The following was added to chapter 6 of the LTP3 Strategy: "In the future, the approach and principles of the Bradford-on-Avon Historic Core Zone project and emerging Salisbury Public Realm Strategy are likely

Effect	Proposed mitigation recommendations	Action taken in LTP3
could have detrimental effect (if not planned sensitively), particularly on rural centres.		to guide the council's traffic management schemes and public realm improvements in other appropriate areas". Road safety schemes will follow the overall strategy and consultation will be undertaken in conservation areas to minimise impacts.
There is a possibility that new infrastructure and signage etc may have a minor negative impact on townscape and streetscene.	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.	The town or parish council, and residents of surrounding properties, are consulted and their comments (including on visual and locational aspects) are taken into account before new infrastructure is installed.
Minimum residential parking standards will lead to greater land take requirement from new developments and more hard surfaces and fewer soft surfaces in developments with associated negative landscape impacts. 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 historic environment.	Policy PS6 has been amended (see below) to introduce flexibility in how residential parking standards are implemented: "Reduced residential parking requirements will be considered in the following circumstances: where there are significant urban design or heritage issueswhere parking demand is likely to be lowwhere any parking overspill can be controlled." In addition, the following supporting text has been added: "As part of the integration with the wider design approach to a development, appropriate measures should also be considered to reduce the environmental impact of providing the required parking spaces (e.g. the use of permeable surfaces to reduce surface water run-off)". Paragraph 5.10 of the LTP3 Car Parking Strategy states that:

Effect	Proposed mitigation recommendations	Action taken in LTP3
		"Prioritised reviews will be undertaken where there is an identified displacement of parking into inappropriate areas caused as a result of the imposition of the revised parking charges".
Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies		
Increased signage and lighting could be detrimental to streetscene and the local environment.	Infrastructure requirements will need to be in keeping with the local environment/culture.	The following was added to chapter 6 in the LTP3 Strategy: "In the future, the approach and principles of the Bradford-on-Avon Historic Core Zone project and emerging Salisbury Public Realm Strategy are likely to guide the council's traffic management schemes and public realm improvements in other appropriate areas". In addition to this the Cycling Strategy already states that Manual for Streets should be used as design guidance. It states "however, a number of other factors may also affect which type of facility is suitable. This includes: "The Place and Movement function of the street. A significant degree of place functions and a high number of cyclist and pedestrian movements encourages better driving behaviour." The Powered Two-wheeler strategy also recommends removing excess signage and clutter.
Population		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for

Effect	Proposed mitigation recommendations	Action taken in LTP3
	for their potential impact on protected species and habitats if applicable, particularly with relation to European designated sites.	2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
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 maybe thinned rather than removed.	It is not possible to assess how access for different groups will change because of the lack of detail in the strategy. However, regular assessment of access opportunities will be conducted.	Agree that it is not possible to be certain about the outcome of the strategy, because this will depend on the amount of revenue funding that is available on an ongoing basis in future years, and also on bus industry operating costs and the ability of operators to maintain commercial services.

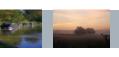| Effect	Proposed mitigation recommendations	Action taken in LTP3
Healthy communities		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
Uncertain effect of Implementation Plan as no detail at this stage.	Full SEA to be carried out once a more detailed plan is 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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
The use of older vehicles will be noisier and may introduce unwanted noise into tranquil areas.	Grants/financial incentives could be offered to transport operators to invest in newer quieter vehicles.	It is not expected that there will be a widespread move to using older vehicles. As tranquil areas are likely to have a low frequency of service, the impact would in any case be likely to be low.
Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies		
In connection with the public transport strategy there is some uncertainty regarding the use of older public transport vehicles.	Measures required to upgrade older vehicles. Older vehicles tend to not 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 an enhancements the bus lane network.	The public transport strategy has been amended to Include the following 'the council will encourage operators to adopt vehicles with low emissions of both pollutants and carbon'. The Delivery Plan recognises that costs and funding will limit the ability to make progress in the short term,but says that opportunities will be taken when this can be done through external funding or within available resources.
Reductions in motorised traffic could potentially lead to an increase in walking and cycling, however more pedestrians and cyclists could increase the chances of more KSI's.	Encourage off-road cycling and walking where possible. Promote cycle safety schemes.	Increased cycling and walking is likely to reduce KSI's in urban areas due to the 'safety in numbers' effect. There is potential that in more rural areas we might not have sufficient numbers for the 'safety in numbers' effect, but the strategy focuses on urban areas and also states that off-road routes are more important in rural areas because of safety.
Inclusive communities		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		

Effect	Proposed mitigation recommendations	Action taken in LTP3
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
Transport		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
Economy and enterprise		
Overall LTP3 Strategy, Car Parking, Freight, Public Transport, & Road Safety Strategies		
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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 implementation plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.

How the Environmental Report has been taken into account during development of LTP3

2.6   The Environmental Report documents the significant environmental effects of LTP3 and was undertaken in parallel production with LTP3. It was published to coincide with the draft LTP3. It has been taken in account during development of LTP3 in the following ways:

- Undertaking the SEA process in tandem with development of LTP3 and by providing information on environmental implications.

- Establishing an environmental baseline and identifying the environmental problems and issues in Wiltshire helped develop opportunities and implications for the development of LTP3.

- Issuing the Scoping Report to statutory consultees for comments on the key environmental issues and proposed scope of the SEA.

- Undertaking assessments of the options.

- Undertaking an evaluation of the draft plan.

- Making recommendations at each decision making stage of how LTP3 could be amended to reduce or offset adverse environmental effects and consequences and enhance the positive effects.

2.7   Overall, the SEA can be seen as driver for change and will help to influence how environmental issues are taken into consideration when developing other transport and highway related policies and guidelines.

3 Consultation

Consultation

3.1 Consultation is an essential part of the SEA process. The SEA Regulations require plan makers to provide evidence of consultation with stakeholders and to demonstrate how the results have been taken into account during the development of the plan.

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

3.3 A draft SEA Environmental Report was consulted on between 11 October and 26 November 2010. This coincided with the consultation on the draft LTP3 which ran from 4 October until 26 November 2010. The statutory consultees (Natural England, English Heritage and the Environment Agency) were asked for their comments and feedback which was considered during the production of the final LTP3.

3.4 The responses from both these consultations are shown below.

3.5 A second draft SEA Environmental Report accompanied the LTP3 draft daughter documents: Accessibility, Cycling, Powered Two-wheeler and Smarter Choices Strategies. This was offered for consultation to the statutory consultees (Natural England, English Heritage and the Environment Agency) as well as members of the public and non-statutory stakeholders from 1 March until 24 May 2013. There were no comments received from this consultation.

Scoping Report responses

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

Table 3.1

Organisation	Date	Summary of consultees response	Action for SEA	Completed
Campaign for better transport - Bristol and Bath	6/2/10	Core strategies and associated spatial planning documentation for adjacent authorities. In the case of Western Wiltshire the Core Strategies for BANES and Mendip District are pertinent.	Comment noted. Not all neighbouring Core Strategies have been completed.	Yes - June 2010
		The SW RSS put emphasis on the " corridor approach" It would be useful if this corridor approach was made more of in the LTP3 Scoping Report.	Comment noted. RSS status being monitored.	
Campaign for better transport - Salisbury	9/2/10	South Wiltshire Core Strategy	Comment noted but not yet published.	Yes - June 2010
		New Forest National Park Management Plan	SEA updated.	
		New Forest National Park Core Strategy	SEA updated.	
		All adjacent authorities local plans and emerging core strategies	Comment noted. Not all	

Organisation	Date	Summary of consultees response	Action for SEA	Completed
			neighbouring Core Strategies have been completed.	
		All adjacent authorities LTPs	SEA updated.	
Climate Change Wiltshire Council	26/1/10	Renewable Energy Strategy 2009	SEA updated to reflect this strategy.	Yes - June 2010
		Climate Change Act 2009	SEA updated to include this Act.	
Cranborne Chase AONB	15/2/10	Cranborne Chase AONB Management Plan	SEA updated to include this plan.	Yes - June 2010
		RSS Policy ENV3 - AONBs	Comment noted. RSS status being monitored.	
		European Landscape Convention 2004	Comment noted. RSS status being monitored.	
		PPS7 could also refer to the rigorous assessment of development proposals in AONBs.	Comment noted. RSS no longer applicable.	
English Heritage	26/1/10	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Environment Agency	19/1/10	South West River Basin Management Plan	SEA updated to include this plan.	Yes - May 2010
		Natural Environment and Rural Communities Act 2006	SEA updated to include this Act.	
Natural England	27/1/10	Policy GI1 in the RSS	Comment noted. RSS no longer applicable.	Yes - May 2010
		River Basin Management Plans	SEA updated with South West plan.	
New Forest National Park Authority	2/2/10	National Parks and Access to the Countryside Act (1949)	SEA updated to include Act.	Yes - May 2010
		Environment Act (1995) (Part 3 - National Parks)	SEA updated to include Act.	
		New Forest National Park Management Plan (2010)	SEA updated to include Act.	
Spatial Planning Wiltshire Council	25/1/10	Swindon Core Strategy - policy CP7 'Sustainable Transport & Movement' & Policy SSP10 'Urban extensions to Swindon in Wiltshire'	SEA updated.	Yes - May 2010
		Swindon LTP2 and other adjacent authorities LTPs	Neighbouring LTPs now reflected in SEA.	

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

Table 3.2

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Salisbury	9/2/2010	Conflicting data for cycling levels. Some sort of indication as to whether walking and cycling rates have changed.	Comment noted and SEA updated re cycling levels to work.	Yes - May 2010
		Little information regarding railways and stations.	Comment noted.	
		Table 17 - not particularly helpful, as it does not indicate frequency of service and the developments within 30 minutes walking and cycling time of keys services.	Comment noted.	
Climate Change Wiltshire Council	26/1/2010	Considers current impact of Renewable Energy Strategy. More current UKCP information available, i.e. UKCP09.	SEA updated with more current information.	Yes - May 2010
		Include a more comprehensive list of possible carbon emission reducing actions.	SEA updated.	
		Per capita emissions not current.	SEA updated.	
		Consideration of peak oil.	SEA updated.	
Cranborne Chase AONB	15/2/2010	Section 3.4.8: Healthy communities - it is now widely recognised that landscape and access to them contribute positively to the health of communities.	SEA updated.	Yes - May 2010
		See plan page 78: the A354 is rather more a route to Weymouth and Portland than Poole or Bournemouth.	SEA updated: New map used.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Natural England	27/1/2010	The SEA seems to include whatever information is available regardless as to whether there is any relevance to it.	Noted and SEA updated to include more relevant information.	Yes - May 2010
		Some of the tables aren't that clear.	Comment noted.	
		Levels of road accidents are not alone an adequate measure of road safety, reductions could be as result of reduced levels of walking and cycling.	Comment noted.	
		Inadequate definition of community severance.	SEA updated.	
		The reasons for increasing travel are much more complex than described here.	SEA updated.	
		The summaries seem to be conclusions and not summaries and do not always follow from the preceeding text.	SEA updated.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Spatial Planning Wiltshire Council	25/1/2010	Whilst it is good to align the data to that from the LDF Sustainability Appraisal Scoping Report it would also be good if the baseline information was more to transport in Wiltshire.	SEA updated to reflect more transport related data.	Yes - May 2010

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

Table 3.3

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Climate Change Wiltshire Council	26/1/2010	The statement that the "evidence for climate change is becoming more pronounced" may be misleading. The scientific evidence is overwhelming and the IPCC have indicated that impacts are more than 90 % certain to have been derived from human impacts.	SEA updated.	Yes - May 2010
		The statement "could have a negative impact on Wiltshire's water supply, flood risk, food production, energy use, transportation and a number of other areas" may also be misleading. Climate change has been described as the greatest threat facing mankind (by the UK Chief Scientific Advisor and many others). Significant climate change impacts already affect Wiltshire (flooding/ heat waves etc) and future impacts are predicted to be even more significant. Perhaps the most significant climate change impacts will be on human health.	SEA updated to reflect these comments.	
		Reference to the need to ensure the transport system is adapted to unavoidable climate change would be useful.	SEA updated.	
		Additional opportunities could be added to Table 22 for how carbon emissions can be reduced through transport interventions. These might include increasing the use of renewable transport fuels or electric vehicles and ensuring the expansion of suitable infrastructure (re-charging points). Many other opportunities could be added.	Comment noted.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Environment Agency	19/1/2010	LTP3 offers an opportunity to mitigate against wildlife casualties by ensuring that new road developments crossing waterways have structures in place to reduce casualties. For example, fencing of bridges has been shown to be successful in reducing otter casualties at road crossings.	SEA updated.	Yes - May 2010
Natural England	27/1/2010	Under existing issues, future issues and trends are also frequently listed. Not explicit enough what "likely future baseline" means? Clarity over the headings is required.	SEA updated.	Yes - May 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		Content of structure is weak. Some comments are inaccurate. Road verge erosion is of particular concern.	SEA updated to include road verge stresses and erosion.	
		Land, soil and water: link to biodiversity as sedimentation is a major issue.	Comment noted.	
		Landscape: should be reference to the negative impact of transport infrastructure and traffic on landscape.	Comment noted.	
		Inclusive communities: A major omitted factor is the way externalities are distributed through society, e.g the poor suffer more noise and air pollution than the affluent, this is arguably more significant.	Comment noted.	
		Economy and enterprise: One of the drivers for the economy is the natural environment surrounding and linking communities to their places of work. LTP3 has the opportunity to enhance the green infrastructure network in the county especially public rights of way.	SEA updated.	
Spatial Planning Wiltshire Council	25/1/2010	There is a good explanation at the beginning of Chapter 4 of how the environmental issues have been derived, and recognition that this may change as a result of the consultation and ongoing environmental assessment.	Comment noted.	Yes - May 2010
		It is important that these issues relate to transport.	Comment noted.	

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

Table 3.4

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Bristol and Bath	6/2/2010	We recommend the following SEA objectives: 1. To reduce carbon emissions in Wiltshire. 2. To provide essential services and employment that are accessible using public transport, walking or cycling. 3. To make opportunities for culture, leisure and recreation readily accessible. 4. To regenerate town centres especially Trowbridge as an SSCT. 5. To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys.	Comments noted.	Yes - June 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		6. To encourage economic growth that brings employment into town centres to improve vitality.		
		7. To discourage car-based fringe of town development; to use urban planning techniques to build new communities where sustainable travel is encouraged. and car-dependency reduced.		
		8. To improve rail services, rail-bus interchanges and bus services and vehicles to low floor.		
		9. To reduce and prevent crime and the fear of crime when using public transport, or when walking or cycling.		
		10. To protect and enhance Wiltshire's distinctive countryside and its historic environment in urban and rural areas.		
		11. To conserve and enhance Wiltshire's biodiversity		
		12. To maintain and improve water quality in the Wiltshire's water courses and to achieve sustainable water resource management.		
		13. To provide smaller rural settlements with community transport, public transport and cycling links especially to health care, shops and services.		
		14. To address the waste hierarchy by: minimising waste as a priority, reuse, then by recycling, composting or energy recovery.		
Campaign for better transport - Salisbury	9/2/2010	Under Economy and enterprise, LTP SEA objective of "invest in transport improvements that will help the economy of Wiltshire" it needs to be made clear that such transport improvements must not be environmentally damaging and will favour non-road (e.g. rail/water) modes	SEA updated.	Yes - June 2010
Climate Change Wiltshire Council	26/1/2010	Are the LTP indicators really Decision Aiding Questions? Could some additional Decision Aiding Questions be added? Perhaps consider the relevance of those set out in the SA Report relating to the Wiltshire Core Strategy	SEA updated.	Yes - June 2010
		It may be helpful to add a list of 'potential' indicators. Reference to the SA Report relating to the Wiltshire Core Strategy may be helpful.	SEA updated.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Environment Agency	19/1/2010	The proposed indicators seem to consist of a set of questions to be addressed rather than indicators from which measurable targets can	Comments noted and SEA updated where possible.	Yes - June 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		be set to determine the success or otherwise of meeting the objectives.		
Natural England	27/1/2010	Objectives are broadly sound. LTP Indicator: Will the plan - not a clear heading Language is inconsistent - common language would be more helpful.	Comments noted and SEA updated.	Yes - June 2010
		Climatic factors - Insert volume after "flow", not clear what is meant by "reduce the unavoidable effects of climate change"	SEA updated.	
		Landscape - "Cause changes in traffic flow and the nature of traffic in areas valued for their landscape character" Add tranquillity after character and delete second question. Add "reduce the impact of transport infrastructure on areas valued for their landscape character" to cover issues such as creeping signage, lighting etc.	SEA updated.	
		Healthy communities - It is unclear what "Affect areas where noise is likely to change in nature as a result of an increase in HGVs or a change to the time of traffic" means. There is more to road safety than reducing KSI levels. E.g. Promoting walking and cycling may increase KSI. An additional decision aiding question might be "increase the safety of those making journeys by physical modes of transport".	Comments noted.	
		Inclusive communities: we question the definition of community severance.	Comment noted.	
		Transport: We would prefer to see "reduce the negative externalities associated with transport".	Comment noted.	
		Economy and enterprise: Objective "Reduce the impact of road freight on communities" should be under inclusive communities not economy. Suggest adding "Improve the attractiveness of Wiltshire as a place for businesses to locate by improvements in transport aspects of green infrastructure" and "will the plan enhance the quality of Wiltshire's green infrastructure assets?"	Comments noted.	
Spatial Planning Wiltshire Council	25/1/2010	There needs to be a fuller explanation at beginning of chapter 5 as to how the SEA objectives were established, leading on from other tasks.	Comment noted.	Yes - June 2010
		Table 23, page 92 , the SEA objectives should not be in the form of a question.	SEA updated.	
		Table 23, page 92, the right hand column is misleading. These appear to be decision aiding questions not indicators. Also the column	SEA updated.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		heading should not say 'LTP indicator' but 'SEA indicator.		
		It is felt that there is too much emphasis on social/economic issues, it should be more focused on environmental issues.	SEA updated.	

Any other comments

Table 3.5

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
Campaign for better transport - Bristol and Bath	6/2/2010	Care we feel should be taken not to imply that major road improvements are possible, or set the policy context in anticipation that major road construction is part of a sustainable future. There was a tendency in the consultation document to prompt people into saying that HGVs and too much traffic posed a problem, and air quality was consequently poor. Lorries and traffic jams are a problem in many places in the country but in a low carbon and environmentally sound future we cannot simply provide bypasses for every Wiltshire town and village! Traffic jams in Wiltshire are nothing compared to much of the country and air quality a small problem compared to many urban areas.	Comment noted.	Yes - June 2010
		That said, some roads will be needed to support development. Here more might be said of the use of new urban design and spatial planning techniques. These base housing developments on spine roads and boulevard rather than the conventional distributer road and bypass and infill model. These more modern urban designs enable new roads to be multifunctional and multi-modal with bus lanes, cycle lanes, wide pavements right into the development. The design of the settlement encourages more sustainable travel and also use of local shops and facilities.	Comment noted.	
		A fundamental error on page 14: in the LTP3 consultation, people overwhelmingly said that a 'radical' approach to transport, these results are printed the other way around.	A meeting was held between the council and relevant representatives in late March 2010 to discuss a number of LTP related matters.	
		Suggestions for unsustainable trends as per page 23: • Many Wiltshire towns are suffering from counter-urbanisation or the "dough-nut effect", whereby all is being built on the fringe of town and town centres thus declining.	Comment noted.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		• New suburbs have been built adjacent to fast roads with access to the M4, A303 etc. This has lead to greater commuter distances.		
		• Increased access issues, and the associated need to travel , due to closures of village shops and post offices, many shops in town centres and community hospitals.		
		• As local shops and services close, walking and cycling becomes less popular – in most cases you have to drive because distances are too far.		
		• Need for local authority to subsidise local railway and quality buses when funds are short may cause difficulties.		
		• Bus services operating costs are increasing significantly, and this may lead to reductions in service and higher fares on both subsidised and commercial services.		
		• Demand for rail is increasing sharply but there are rolling stock issues that need sorting out.		
		• Social trends making it more difficult to find volunteers to maintain and expand community and voluntary transport service.		
		• New employment areas are built in inaccessible places that you need a car to get to. This disadvantages many potential employees especially the young or low waged, and additionally has the effect of depleting town centres of offices and other employment that would bring vitality. This is especially true of Trowbridge.		
		• New development brings with it both out-commuting and out-commuting – as illustrated by research done by the region on commuter patters in the Trowbridge – Frome- Chippenham – Bath area, commuting is increasingly two-way. The question is how to discourage commuting by car.		
		• New major road construction can threaten biodiversity by causing habitat fragmentation. It also brings the noise of traffic into previously tranquil areas where people enjoy outdoor and healthy recreation. The landscape impact of road building on the landscape and recreational countryside can be severe (which is an important reason why the Westbury Eastern Bypass was turned down at enquiry).		
		• Little work done in the past to analyse commuter patterns and treatment of spatial planning alternatives on the basis of public transport provision and opportunities.		

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		The sections on pages 76 and 77 are not visionary but a well worn anthem. Some ideas to clear up: 1. People commute further partly because the roads are faster. On average people will commute as far as they feel comfortable to do so in a given time whatever the distance. House prices are also much to do with where people live and how far they are prepared to commute. Fuel prices will push down the distance commuted, ultimately. 2. The increased dependency on the car is partly because past town planning in Western Wilsthire certainly, has brought us estates that are sold on the basis that they are the perfect commuter spot. The transport infrastructure (roads) has been evolved with this in mind, which is where things have gone wrong in our opinion. 3. Many town centres have been neglected in terms of retail and employment and also leisure services, in favour of locations close to the primary route network. 4. We are concerned that the Wessex Chambers of Commerce in particular misunderstands the social and environmental implications of a strategy to release more and more employment land along the A350 on this basis that people will then work next door to where they live and "out commuting" decrease. It is far from that simple, and in fact employment in these locations is often counterproductive to achieving town vitality and less trips by car. 5. There are a number of paragraphs in the original list which essentially say "there is too much traffic". However traffic in Wiltshire is nothing compared to many other parts of the country with almost no notable hold-ups. 6. Similarly air pollution in Wiltshire is nothing compared to the large AQMAs in places such as Bristol, and even Bath. The trouble is that this all seems to us a preamble yet again to moving in the direction of bypass building as a solution. Yet this old-fashioned model is no longer viable in modern society especially facing global warming and a likely oil crisis. We need to be much more innovative. That is the challenge.	Comment noted.	
Campaign for better transport - Salisbury	9/2/2010	The assumption that a 'radical' approach is largely unpopular while the 'conventional' approach is popular does not fit in with the responses received to the LTP3 issues consultation.	A meeting was held between the council and relevant representatives in late March 2010 to discuss	Yes - June 2010

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		a number of LTP related matters.		
		The summary on page 72 seems to have the priorities the wrong way around. Transport planning should prioritise measures which will encourage people to access everyday jobs and services by walking and cycling modes, since people are far more likely to exercise regularly if it is built into their daily routine.	Comment noted.	
Cranborne Chase AONB	15/2/2010	Too much paraphrasing of statements and policies, recommend using the actual wording.	Comment noted.	Yes - June 2010
		There are 2 railway routes through the ANOB, however only one stop. This means that many residents will find it difficult to use or benefit from rail.	Comment noted.	
English Heritage	26/1/2010	See Strategic Environmental Assessment and the Holistic Environment.	Comment noted.	Yes - May 2010
Natural England	27/1/2010	Section 1. Table 5, p14. We would question whether it is true to say that the conventional approach is "non-controversial" and "largely popular"	Comment noted.	Yes - June 2010
		Section 1. It is not clear where the table of pages 16-19 come from. Is it part of the scoping report, or part of some other document?	Comment noted.	
		One of key interest areas is public rights of way. Please bear them in mind when delivering sustainable transport solutions.	Comments noted.	
		Section 6. Please note that English Nature has become part of Natural England.	Comment noted. SEA updated	
Spatial Planning Wiltshire Council	25/1/2010	In the non-technical summary there should be a better explanation of how the SEA objectives have been derived, i.e. after analysis of the baseline and environmental problems.	Comment noted. SEA updated	Yes - June 2010
		Table NTS1 should be much briefer, there is too much information.	Comment noted and SEA updated.	
		In paragraph 1.2, it should read "In addition to these **three** bodies, this Scoping Report has been sent..."	Comment noted.	
		In paragraph 1.2 it should read "Although scoping reports are not mandatory requirement, they **serve** as...."	Comment noted and SEA updated.	
		In paragraph 1.4, there are no details of when the EqIA will be carried out, what form it will take and if it will be consulted on.	Comment noted.	

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		The three statutory bodies should read Natural England, English Heritage and Environment Agency.	SEA updated	
		P4. Does SO3 cover cultural heritage (and landscapes)? Can this be articulated? It could be included as historic environment.	SO3 refers to LTP - noted.	Yes - June 2010
		P8 NTS2 Historic Environment Wiltshire contains on World Heritage Site. The Stonehenge, Avebury, and associated World Heritage Site as one World Heritage which consists of two landscapes, at Stonehenge and Avebury, of around 25 square kilometres respectively. Roads and traffic have a serious adverse impact in both parts of the World Heritage Site.	SEA updated to reflect comments.	Yes - June 2010
Avebury World Heritage Site Officer	25/1/2010	P11 NTS3 - suggested inclusions: Objective To conserve, enhance and present the outstanding universal value of the World Heritage Site and its setting. Decision making Will it cause a change in traffic flows or nature of traffic that harms the outstanding universal value of the World Heritage Site or its setting? Will it cause direct impacts on outstanding universal value of the World Heritage Site through the provision of new transport infrastructure? Will it improve the opportunities to travel sustainably to the World Heritage Site? Will it improve the safety of people living or visiting the World Heritage Site? Indicators Use of non car transport Number of days car park capacity exceeded Number and extent of sites affected by erosion Condition of monuments Visitor perception Changes in visual appearance	Comment noted.	Yes - June 2010
		P12 You might want to use valued for cultural and historic significance (not heritage)	Comment noted.	Yes - June 2010

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

Organisation	Date	Summary of consultees responses	Action for SEA	Completed
		25 square kilometres respectively. They are around 40 km apart.		
	25/1/2010	P107 check it through and update Traffic and transport related issues highlighted in the Avebury Management Plan: ● For many years there has been concern about the impact of traffic, vehicle speeds and roads on Avebury and its historic environment. ● There has been a modest growth in the volume of traffic, both commuter and leisure related, which is predicted to continue, in line with national trends. ● There is a distinctive commuter movement of vehicles through Avebury, especially along the A4361. ● The instigation of a 30 mph zone on the A4361 through Avebury has had mixed success. ● Facilities for pedestrians and cyclists are considered inadequate for the number of visitors and local residents having regard to the alignment of critical road links and speed of passing vehicles. ● A number of changes made to parking provision in Avebury do not appear to have a major knock-on effect on congestion and on-street parking. ● Recent research has indicated that 50-60 additional spaces are required to fully meet demand in the Southern Car Park at peak periods. However there should be no significant increase in the number of parking spaces provided in Avebury. ● A feasibility study has highlighted the constraints of the construction of a car park on the northern side of Avebury. ● Road safety is a major cause for concern to both visitors and residents, although this is not always supported by the recorded injury collision rates. ● There is a need to improve the provision of safe road crossings for pedestrians in and around Avebury. ● Despite recent improvements, public transport provision is relatively limited on Sundays and bank holidays, and does not enable key monuments in the WHS, other than the Henge, to be visited.	SEA updated.	Yes - June 2010

Environmental Report responses

Table 3.6

Organisation	Responses received	Action taken by Wiltshire Council
A338/346 Working Group	Appendix D (page 180) Strategic Objectives The De-priming of the A338/A346 Corridor will help with the following strategic objectives (additional comments in bold). Ref - Strategic objective SO1 To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns (particularly in Marlborough) - 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 (A338/A346 is not a key route, but de-priming will reduce delays in Marlborough) - 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 (probably more by reducing the number of HGVs rather than speed) - SO10 To encourage the efficient and sustainable distribution of freight around Wiltshire. (It will make no difference to the distribution of freight within Wiltshire) - SO11 To reduce the level of air pollutant and climate change emissions from transport.	These comments refer to LTP3. The issues addressed through the A338 /346 working group with regards to freight in the SEA are considered localised issues and have been duly noted through: - Dedicated Working group - Area Board - Freight Quality Partnership The aspiration to de-prime needs considerable further consultation and if these issues were to be addressed a multi- faceted approach through the Network Management Plan, Freight Action Plan, Road Safety and drawing upon the principles applied to the Salisbury Street Scene and the B.O.A Historic Core Zone projects would need to be developed.
	Table 3. Summary of Main sustainable issues The de-priming of the A338/A346 will reduce the amount of through traffic on this route, particularly the number of very large long distance lorries. Road based freight has a noticeable impact on the road network, particularly in historic towns and areas where roads were not designed for large freight vehicles. Hence de-priming will help to achieve the aims listed in Table D3 and particularly at the following places: - Biodiversity - SSSI of Savernake Forest Air quality and environmental pollution. - Historic environment - Marlborough and the many conservation village areas and listed buildings along the route. Landscapes - a large part of the route is through the North Wessex Downs Area of Outstanding Natural Beauty. Population - There has been little population growth along the route, but the volume of traffic along the route has substantially increased and local people are complaining.	As above.

Organisation	Responses received	Action taken by Wiltshire Council
	Transport - Will reduce the number of long distance LGVS which have difficulty manoeuvring the many pinch points and sharp bends on this route and should enable other traffic to move more freely. D.77 States -"Clearly the freight strategy seeks to reduce the impact of freight on local communities". The need for A338/A346 to be de-primed, which has been approved by 4 Area Boards, is required to be included in LTP3. The Working Group requests there should be more inclusions in the Local Transport Plan 3 for the de-priming of the A338/A346 to be noted, considered and acted upon.	
Calne Area Transport	The congestion hotspots and improvement of journey time reliability, SO14, will only be of any value if the Strategies for Cycling, Walking and Smarter Choices, SO2, are put forward now. Otherwise the SEA could be seen as merely encouraging car use.

The SEA should approach and assess from The Wiltshire Community Plan. Chapter 3 point 13. Until the LTP consults on integrated strategies which have progressed and reached the same point in the timetable together, this cannot happen. | Faced with significant funding and planning uncertainties, and a fixed statutory deadline of 31 March 2011, the council took the pragmatic decision to reduce the scale and scope of the LTP3.

The LTP3 Strategy has been developed within the context of a number of policy documents, including the Wiltshire Community Plan 2011-2026. |
Campaign for Better Transport - Salisbury	Questionable value of this SEA. The SEA makes the following admission: "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.	Because of a number of ongoing funding uncertainties, it has not been possible for the council to develop a detailed LTP3 Implementation Plan for 2011/12. The detailed implementation plan for 2012/13-2014/15 will be subject to consultation and the appropriate parallel procedures, including a SEA, in 2011.
	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. We therefore have a 550 page document which, it seems, is not able to perform one of its prime purposes because of the lack of detail in the Implementation Plan (already alluded to in our comments on Chapter 7 above). One has to ask whether it was a good use of council money to produce a Strategic Environmental Assessment of this size under these circumstances.	
	A lack of rigour in the SEA is apparent in some cases. For example, both 'Balanced' and ˜Radical' parking options propose the introduction of minimum residential parking standards. As Salisbury Campaign for Better Transport have pointed out in our response to the draft Parking Strategy (Question 31), the impact on the land required for proposed	While the SEA was undertaken by the Sustainable Transport Group, the process and findings have been verified by specialist consultants ENVIRON in association

Organisation	Responses received	Action taken by Wiltshire Council
	housing developments in and around Salisbury would be very significant if these changes were brought in.	with the council's Sustainability Assessment Officer.
	The example of Hampton Park 2 in Salisbury was given - the original (undetermined) planning application S/2009/1943 proposes 806 parking spaces - of which 707 are allocated spaces (this includes 78 garage spaces) and 99 are unallocated/visitor parking. The draft Wiltshire Council Parking standards would suggest a minimum of 1247 spaces where cars could be parked on the estate - 441 more than are currently proposed by the developer under the current maximum parking standards. Despite this very significant increase in land take which would be required if these minimum parking standards were introduced, the SEA still considers, in relation whether the parking strategy will "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." An impact of +/- (partial positive/partial negative effect) is given for this	Policy PS6 and the associated text in the LTP3 Car Parking Strategy have been amended to more fully reflect design considerations.
	The impact on Biodiversity is considered to be ˜No significant effect', as is the impact on Landscape Character. Clearly, those responsible for producing the SEA have not worked through the implications of the minimum parking standards in enough detail to properly appraise their impact. Update 24.11.2010: Planning application S/2009/1943 has now been resubmitted (letter from WC Development Services dated 18.11.2010). This application now makes reference to a version of the WC parking standards which does not appear to be in the public domain. This revised planning application, taking these new standards into account, provides for 25 fewer houses than the original (500 rather than 525) but 124 more parking spaces (930 rather than 806). The point remains that the revised parking standards are leading inevitably to more greenfield land being used for car parking, and this is not adequately reflected in the SEA.	Policy PS6 and the associated in the LTP3 Car Parking Strategy have been amended to more fully reflect design considerations, including environmental impacts.
	Definition of the ˜major schemes' being assessed in this SEA. Wiltshire Council, and its predecessor Wiltshire County Council, has an unhappy and costly history in pursuing major schemes. The consultation issues paper responses acknowledges that some £7.4 million has been spent in the past decade on road schemes across the county which have since been abandoned (including the Westbury Bypass, Codford Heytesbury Improvement, Wylye Valley Relief Road etc) (1). Unfortunately there are some hints in the documents presented for consultation which suggests that road building plans is still being considered. Both a ˜conventional' and a ˜balanced' approach to major schemes are assessed in the Strategic Environmental Assessment (under Appendix E, Options for further development'). In respect of the ˜conventional' approach (summarised as 'Implement selective road improvements to key routes on the highway network ') it is concluded that there is " Potential to increase car use as a result of road improvements, this will have a detrimental	All reasonable options have been assessed including conventional approaches (that include road improvements) because this is required by the SEA regulations.

Organisation	Responses received	Action taken by Wiltshire Council
	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." In respect of the balanced approach (summarised as ˜Implement sustainable major transport schemes in all SSCTs') it is concluded that this " 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."	
	The question which is unanswered in the draft LTP3 or the accompanying SEA is what exactly is meant by the ˜balanced' major scheme option which seems to be favoured. Nothing is spelt out, one can only deduce what might be intended from the SEA comments, as follows (2): Topic; Impact of Major Schemes - Balanced option Biodiversity - some impact on biodiversity when trying to integrate the schemes into the landscape. ● Land, soil & water resources - location uncertainty. ● 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. ● Population/ Accessibility to key services - 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. ● Healthy communities -reduce need to travel. 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. Noise impact Reductions in congestion ˜hot spots' will result in less stationary vehicle noise in certain areas within SSCTs. ● Economy & Enterprise Reductions in congestion ˜hot spots' in SSCTs will help to maintain journey time. Supports the majority of RSS growth and will include schemes which seek to reduce congestion and improve journey time reliability. The SEA is, it seems, attempting to assess an option without giving a definition as to what it entails (see also our general comments on the SEA). The value of this exercise must be questioned. The references to reducing congestion hot-spots, to improving journey time reliability and to the fact that this option will if anything encourage car use lead one to believe that Wiltshire have major road schemes in mind as part of their Area Strategies. It is unacceptable to ˜hide' new road	While it is accepted that this aspect of the LTP3 and SEA could have been more clearly defined, it is considered that the use of the term "package" does imply that a number of sustainable transport schemes, including selective road improvements which can help address local economic, social and environmental issues, could form part of the approach in Chippenham, Devizes, Salisbury and Trowbridge.

Organisation	Responses received	Action taken by Wiltshire Council
	schemes within a ˜package of sustainable transport schemes' and to assess a scheme in the SEA without spelling out what is being assessed.	
English Heritage	SEA - ENVIRON should be advised that the SEA Environment Report refers to PPG15 and 16 that was replaced in March 2010 by PPS5 Planning for the Historic Environment.	Environmental Report updated.
	We remain unsure whether Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment, (English Heritage 2010) has been considered and the advice applied to ensure a robust SEA?	Email sent seeking clarification. No response received.
Environment Agency	The SEA identifies the issue of road run-off in Table 4, page 13 onwards. (This relates to Environmental Problems and Opportunities).

In Table 9 (page 40) it identifies the Mitigation and Enhancement Measures to address the positive, negative and uncertain effects identified. However, this **does not** appear to mention road-runoff, which we would strongly recommend is included in the next version. Any required mitigation or enhancement should be included within the main Wiltshire Local Transport Plan document. | Indicator pending |
| | Suggestion of an indicator to be added in Table 10 (page 44), to monitor river quality or similar in relation to road run-off, and the requirement/ success of implemented schemes. | |
| | In the plans and programmes, (SEA Appendix A, page 1 onwards) it mentions the South West River Basin Management Plan (SW RBMP), which we are pleased to see. Annex C of the SW RBMP provides actions for Local Authorities and others to carry out in order to deliver the Plan's objectives. C12 (page 103 onwards) is particularly relevant as this relates to the urban and transport sector. Some of these actions should be reflected in the Local Transport Plan – such as including Sustainable Drainage Systems where possible. This plan is available on our website:

http://www.environment-agency.gov.uk/research/planning/125027.aspx | The LTP3 has been amended to include the following:

"Biodiversity issues related to the development and implementation of transport schemes are considered by the council's county ecologist through the service delivery team process operated by the Department for Neighbourhood and Planning". |
| Godshill Parish Council | Table D.3 acknowledges the adverse impacts of traffic on wildlife and associated habitats. SO12 aims "To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts." Other questions asked about the document are: Will it include actions that affect Natura 2000 sites, SSSIs or other | The LTP3 was subject to a Habitats Regulation Assessment which assesses the likely significant effects on European designated sites. |

Organisation	Responses received	Action taken by Wiltshire Council
	designated sites? 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? The answer to all these questions is "Yes". SO3 does not make clear what it means by "the natural environment ". In view of the fact that part of Wiltshire is in the New Forest National Park, the general emphasis of the whole document in this regard is deficient.	Table 5.1 in the LTP3 defines what is meant by "…a healthy natural environment".
Imerys	An objective of the SEA is ˜mitigating the causes of climate change and adapting to the effects of climate'. If the site (Quidhampton Quarry, Salisbury) were to be developed as an energy from waste facility, for example, then it would be able to contribute to reducing greenhouse gases by converting waste into energy. This example however, is only one of many potential land uses to be considered.	It is considered that this comment is more applicable to the LDF rather than the LTP3.
Natural England	The Strategic Environmental Assessment identifies the issue of road sediment runoff in Table 4 (Environmental Problems and Opportunities), page 13 onwards. The SEA (Table 9 page 40) identifies Mitigation and Enhancement Measures to address the positive, negative and uncertain effects identified. However, this does not appear to mention road-runoff, which we would recommend is included in the next version. Any required mitigation or enhancement should be included within the main Wiltshire Local Transport Plan document.	Indicator pending
	We could suggest an indicator to be added in Table 10 (page 44), to monitor road sedimentation to rivers, and the requirement/ success of implemented schemes.	
	Also in table 10: Biodiversity, the metric NI197 will not measure the potential impacts very well, as there are a wide range of other factors influencing NI197. Moreover, if a protected road verge were destroyed in whole or in part this would not register with this indicator, which relates to the management regime, not one off events. A better measure would come from an analysis of the predicted impacts of highways improvements.	Comment noted.
	The data on Site of Special Scientific Interest appears to be wrong. New data is provided.	Environmental report updated with latest data.
	P 298. We disagree that the parking strategy will have a neutral effect. As it says in the text, "minimum residential parking standards will lead to a greater land take requirement from new developments". We suggest a minor negative effect.	Environmental report updated to minor negative.
	P314. This does not recognise that in the parking strategy "minimum residential parking standards will lead to a greater land take requirement from new developments", and more hard surfaces and fewer soft surfaces in developments, with associated negative landscape impacts.	Environmental report updated to minor negative.

Organisation	Responses received	Action taken by Wiltshire Council
Trowbridge Community Areas Future Partnerships	We appreciate the work that has gone into the non-technical summary of the Environmental Report for Wiltshire's third local transport plan.	Comment noted.
World Heritage Site	P.183 Please put "World" in the mention on Stonehenge and Avebury World Heritage Management Plans.	Environmental report updated.

4 Alternative options

Strategic option generation

4.1   During the development of LTP3 a number of strategic options were generated based on three different approaches; conventional, balanced and radical as per the table below.

Conventional	Balanced	Radical
Traditional		New/innovative
Non-controversial		Controversial
Economy focused		Climate change focused
Largely popular		Largely unpopular
Car friendly	A mixture of/middle ground between the conventional and radical approaches	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)

4.2   As a result 73 strategic transport options were generated in 24 different themes, see table below. Initially most of the 73 options were screened 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. (It should be noted that the themes of buses and car parking were subject to separate reviews commissioned by the council where a similar appraisal process was undertaken). This screening led to 31 options being taken forward for further consideration. Following this each of the 31 strategic transport options were appraised against the 18 strategic transport objectives, a broad cost and funding assessment, and a risk assessment. These 31 strategic transport options were also appraised against the SEA objectives, with the full results being available in the Environmental Report. The results from this appraisal was then used in the further development of LTP3.

Freight	Cycling	Walking	Maintenance	Road safety
• break bulk • routing • management • information • parking • rail	• network • parking	• network	• carriageway maintenance • structures • rights of way	• education, training and publicity • local safety schemes • school travel plans

Smarter choices	Network management	Passenger transport	Other	
• travel plans • smarter choices	• congestion management • urban traffic control • route/user hierarchy	• bus • rail	• major schemes • car parking	

Summary of reasons for choosing the adopted Local Transport Plan

4.3 The consideration of alternatives/options undertaken during the SEA and the preparation of LTP3, including feedback from consultations, influenced the shape of the final third Local Transport Plan. In response to the second round of consultation including the consultation workshops, the draft LTP3 was amended and revised in a number of ways to strengthen and clarify policy aims and objectives and to ensure an appropriate social, economic and environmental balance was made.

4.4 As set-out in paragraphs 4.1 and 4.2, a three stage process was used to appraise 73 strategic transport options generated across 24 different themes.

4.5 The first stage of this process appraised each option against the five national transport goals and an implementation assessment. As a first step, those options which were assessed and found not to benefit the national transport goals were rejected. The options with the highest overall score in each theme were then identified to be taken forward to stages two and three of the appraisal process. Stage two of the process appraised the remaining strategic transport options against the LTP3's 18 objectives, a broad cost and funding assessment, and a risk assessment; stage three used a simple interaction matrix to identify synergies or tensions between each of the options. The overall benefits of each option is set-out in Table 4.1.

Table 4.1 Overall benefits of each option

Area	Sub-area	Approach	National Transport Goals	LTP3 objectives	Interaction matrix	Overall benefits
Major schemes	Major schemes	Balanced	Very high	Very high	High	Very high
Walking	Network	Radical	High	Very high	High	Very high
Maintenance	Maintenance	Balanced	Moderate	High	Very high	Very high
Cycling	Network	Balanced	High	Very high	Moderate	High
Road safety	School travel plans	Radical	Moderate	High	High	High
Smarter choices	Travel plans	Balanced	Moderate	High	Moderate	High
Smarter choices	Smarter choices	Balanced	Moderate	High	High	High
Network management	WTCC	Balanced	Moderate	High	Moderate	Moderate
Network management	Hierarchy	Radical	High	Moderate	Moderate	Moderate
Rail	Rail	Balanced	High	Moderate	Moderate	Moderate

Area	Sub-area	Approach	National Transport Goals	LTP3 objectives	Interaction matrix	Overall benefits
Road safety	Education, training & publicity	Balanced	Moderate	Moderate	Moderate	Moderate
Network management	Congestion	Conventional	Moderate	Moderate	Low	Moderate
Road safety	Local safety schemes	Balanced	Low	Moderate	Moderate	Moderate
Structures	Bridges	Balanced	Low	Low	Moderate	Moderate
Freight	Information	Radical	Low	Low	Moderate	Moderate
Cycling	Parking	Balanced	Low	Low	Moderate	Moderate
Smarter choices	Travel plans	Conventional	Very low	Low	Moderate	Moderate
Freight	Network	Balanced	Low	Low	Moderate	Moderate
Maintenance	Rights of way	Balanced	Low	Low	Low	Moderate
Freight	Rail	Balanced	Moderate	Low	Very low	Low
Freight	Information	Balanced	Very low	Low	Moderate	Low
Freight	Management	Balanced	Low	Low	Very low	Low
Cycling	Parking	Conventional	Very low	Very low	Moderate	Low
Freight	Break bulk	Balanced	Low	Low	Very low	Low
Rail	Rail	Conventional	Very low	Low	Very low	Low
Freight	Parking	Balanced	Low	Very low	Very low	Low
Road safety	Local safety schemes	Conventional	Very low	Very low	Very low	Very low
Freight	Break bulk	Conventional	Very low	Very low	Low	Very low
Freight	Rail	Conventional	Low	Very low	Very low	Very low
Freight	Parking	Conventional	Very low	Very low	Very low	Very low
Major schemes	Major schemes	Conventional	Very low	Very low	Very low	Very low

4.6   As part of stage two and three of the appraisal process, each option was also assessed through the SEA and EqIA processes. The assessments of the four daughter documents (Accessibility, Cycling, Powered Two-wheeler and Smarter Choices strategies) did not reveal any significant adverse effects for the preferred options and therefore these options were taken forward to form part of the overall LTP3.

4.7   The resulting preferred strategic transport options falling out of the above appraisal process have been allocated a high, medium or low investment priority based on the following factors:

High priority

- **Buses** - very high overall benefits; large element of council support is a statutory duty; subsidised services indirectly support the commercial bus network.

- **Car parking** - can provide revenue funding to help support other transport options; provides the necessary and appropriate 'stick' to influence people's travel behaviour; helps engender the necessary environment to support sustainable transport options.

- **Carriageway maintenance** - very high overall benefits; essential role in supporting most other options; makes best use of existing infrastructure; key statutory duty; identified as a key issue through the area boards.

- **Sustainable (major) transport packages** - very high overall benefits; supports the growth options of the LDF in Chippenham, Devizes, Salisbury and Trowbridge.

- **School travel plans** - high overall benefits; links to education, safety and health agendas; can influence travel behaviour of both future (children) and current adult (parents) generation.

- **Walking network** - very high overall benefits; walking forms part of most journeys; positive benefits for climate change, health, social cohesion, security and the public realm.

Medium priority

- **Congestion management** - moderate overall benefits; enables best use to be made of existing infrastructure.

- **Cycle networks** - high overall benefits; low current mode share in most Wiltshire areas.

- **Cycle parking** - moderate overall benefits; supports the use of the cycle network.

- **Freight information** - moderate overall benefits; supports the use of the advisory freight network.

- **Freight management** - low overall benefits; considered of high(er) importance in workshop consultations.

- **Freight routing** - moderate overall benefits; links with neighbouring local authority freight networks.

- **Local safety schemes** - moderate overall benefits; declining road casualty numbers over the last decade; road safety and speeding identified as a key issue through the Area Boards; strong partnership working.

- **Passenger rail** - moderate overall benefits; heavily reliant on external partners to implement improvements.

- **Rights of way** - moderate overall benefits; maintenance and recording of the existing network is a statutory duty; opportunities to link with town walking network.

- **Road safety education, training and publicity** - moderate overall benefits; declining road accident numbers over the last decade; road safety and speeding identified as a key issue through the Area Boards; links with school travel plans.

- **Smarter choices** - high overall benefits; heavily reliant on ongoing council revenue and officer resources.

- **Structures** - moderate overall benefits; reduces the impact of pinch points and physical barriers to mobility and accessibility.

- **Travel plans** - high overall benefits; ability to use planning system to develop business and residential travel plans.

Low priority

- **Freight break bulk** - very low overall benefits.

- **Freight parking** - very low overall benefits.

- **Rail freight** - very low overall benefits.

- **Road/User hierarchy** - moderate overall benefits; implementation to be tied in with relevant carriageway maintenance schemes.

- **Urban traffic control** - moderate overall benefits; to be considered as part of the development of sustainable transport packages in Chippenham, Devizes, Salisbury and Trowbridge.

5 Monitoring requirements

Monitoring

5.1 The SEA Regulations require that measures are developed to monitor the significant environmental effects of the implementation plan with the aim of identifying at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action. Monitoring is required for all significant effects both positive and negative, as well as uncertain effects identified in the SEA, and as presented in the Environmental Report.

5.2 These measures will help to ensure that any areas of current uncertainty are understood for the next revision of the LTP.

5.3 There are several benefits to monitoring any environmental effects arising from LTP3 implementation, including:

- Providing baseline data for the next SEA;

- Enhancing understanding of how the environment is changing in the plan area;

- Tracking whether the plan has any unforeseen environmental effects; and

- Ensuring appropriate action is taken to reduce or offset any potential environmental effects of the plan.

5.4 The monitoring framework for LTP3 is shown in able 5.1.

Table 5.1 Monitoring framework for LTP3

Topic/area	Effect to be monitored	Indicator	Potential information source	Information gaps	Frequency of monitoring	Remedial action	Responsible party
Biodiversity/Water	Sedimentation and road run-off impacts (especially River Avon SAC)	No of new schemes/projects implemented to reduce soil and water pollution	Wiltshire Council	Data not currently collected	Annually	TBD once monitoring has been initiated.	Wiltshire Council in conjunction with the Environment Agency
Air quality/Climatic factors/Historic environment	Local air quality and CO_2 emissions and negative impact on historic environment	Proportion of bus fleet operating in Wiltshire meeting the Euro 4 engine regulations or higher	Bus operators	Data not currently collected	Annually	TBD once monitoring has been initiated	Wiltshire Council in conjunction with bus operators
Population	Access to key services	% of households without access to a car within 30 minutes of key services and facilities	Wiltshire Council	Continuation from LTP2	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council
	Increased cycling and walking	Index of cycling and walking trips	Wiltshire Council	Currently monitored	Annually	Increase cycling and walking infrastructure and publicity	Wiltshire Council
Healthy communities	Reduction in transport related noise	Number of noise action plans required as a result of transport impacts	Defra	Await subsequent mapping	Periodically - next 2012	Review and if necessary modify LTP3 actions.	Wiltshire Council, HA & TOCs
	Reduction in transport related accidents	People or children killed or seriously injured on all public roads in Wiltshire	Wiltshire Council Stats19	Currently monitored	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council Wiltshire Police

Topic/area	Effect to be monitored	Indicator	Potential information source	Information gaps	Frequency of monitoring	Remedial action	Responsible party
Inclusive communities	Access to key services	% of households without access to a car within 30 minutes of key services and facilities	Wiltshire Council	Currently monitored	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council
	Access to employment	% of working age people within 30 minutes of employment sites which can be accessed by public transport	Wiltshire Council	Continuation from LTP2	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council
	Reduced community severance	Index of traffic flows on traffic sensitive streets	Wiltshire Council	To be established	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council
	Efficient management & maintenance of Wiltshire's transport network	% of principle and non principle roads where maintenance should be considered	Wiltshire Council (Highways)	Currently monitored. (See Imp plan, Performance indicators, SO6)	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council
Economy & enterprise	Improvements to journey reliability	Journey time reliability	Wiltshire Council	Currently monitored. (See Imp plan, Performance indicators, SO4)	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council
	Reduces freight on the network	% of HGV movement on advisory freight network	Wiltshire Council	To be established	Annually	Review and if necessary modify LTP3 actions.	Wiltshire Council

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