

## Non Technical Summary

### This Report

This report is the Non Technical Summary (NTS) of the document “Wiltshire County Council Local Transport Plan 2006 – 2011 Strategic Environmental Assessment: Environmental Report”. This NTS provides a summary in non technical language of the Environmental Report. Both reports have been written by the Centre for Sustainability at TRL and Enfusion Consultants on behalf of Wiltshire County Council. Please see below for details of where both reports can be obtained.

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### What is Strategic Environmental Assessment?

Wiltshire County Council is required to carry out a SEA of their Local Transport Plan 2006-2012 (LTP2) in accordance with *the Assessment of the Effects of Certain Plans and Programmes on the Environment* Regulations SI 2004, 1633. The Regulations apply to all plans in certain sectors (including transport) that have the potential to cause significant environmental effects and which also set the framework for environmental impact assessments (EIA) of individual projects.

SEA extends the assessment of environmental impacts from individual development projects to the broader perspective of regional, county and district level plans. The main purpose of the SEA is to evaluate whether the plan will result in any significant environmental effects (both positive and negative). Should significant negative effects be forecast, then recommendations are to be made as to how these can be avoided, offset or reduced. A programme to monitor all significant effects during the

lifetime of the plan must be prepared as part of the SEA. In this way SEA is a systematic process that helps plan makers in identifying (and, therefore, reducing) the environmental impacts of a plan. The Wiltshire SEA process has also extended the SEA to look at certain social and economic issues.

The main stages of this SEA are shown in Figure NTS1:

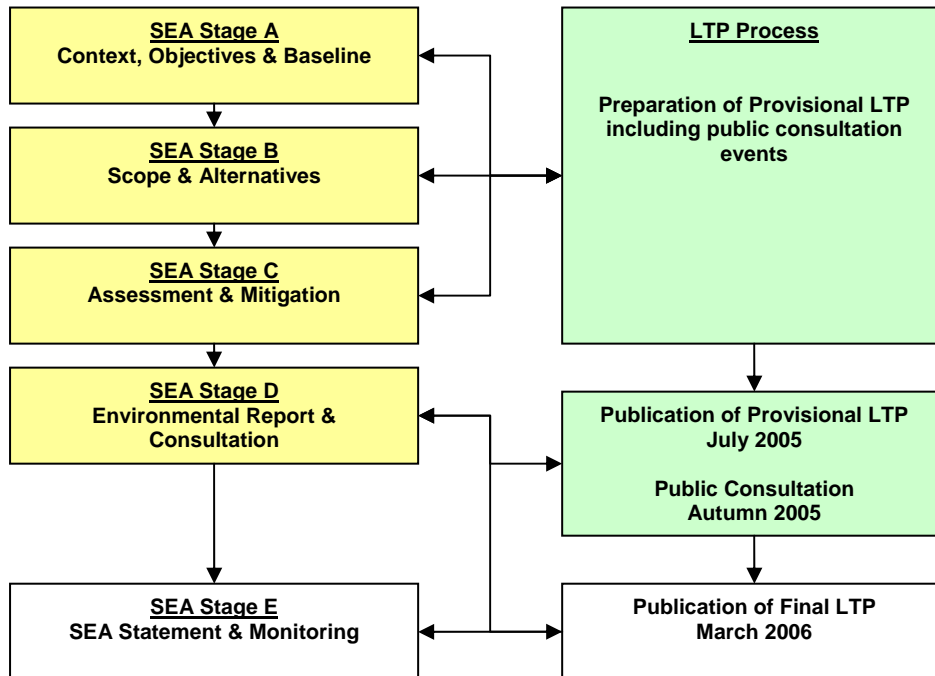


Figure NTS1: Stages of SEA

### What is an Environmental Report?

An Environmental Report (ER) presents the results of the SEA process that has been undertaken in parallel to the production of the Provisional LTP2. It has been published to coincide with the LTP consultation process, so that stakeholders and the public are given an opportunity to comment on the results of the SEA at the same time as making any comments on the content of the LTP.

Consultation with statutory environmental bodies (Countryside Agency, English Heritage, English Nature, and the Environment Agency) and other local groups was undertaken at an earlier stage in the SEA process. These consultations helped to guide the assessment.

### What is the Wiltshire Local Transport Plan 2?

The second Wiltshire Local Transport Plan (LTP) 2006 – 2011 (LTP2) sets out the County Council's approach to tackling the current problems and future challenges for the transport system within the county. In accordance with the Department for Transport's (DfT) guidance on LTPs, a Provisional LTP was submitted to the Government by the end of July 2005. A Final LTP2 is to be submitted in March 2006. This Environmental Report considers the Provisional LTP.

LTP2 sets out the strategy, vision and implementation programme for all forms of transport. The plan is designed to meet national, regional, and local priorities,

including the Government's shared transport priorities summed up as 'Meeting local transport needs more effectively through improved access to jobs and services, particularly for those most in need, in ways which are sustainable: improved public transport, reduced problems of congestion, pollution and safety'.

The LTP contains 15 Primary Objectives based on the Wiltshire Strategy key transport objectives. A series of Secondary LTP Objectives are drawn from transport objectives contained within other county strategic themes (e.g.; Social Care & Health, and Crime and Community Protection). The Primary Objectives (see Table NTS1) are divided into those that are countywide, and those that are specific to the two major areas strategies within Wiltshire.

**Table NTS1: Wiltshire Local Transport Plan (2006-11) Primary Objectives**

<b>Countywide Objectives</b>	
P1	To improve access to goods, services and employment opportunities for all sections of the community, particularly those living in rural areas.
P2	To respond to the continuing growth in car ownership, and inappropriate use, by improving choice for local trips.
P3	To improve safety for all travellers and to reduce the number of people killed or seriously injured on Wiltshire's roads.
P4	To reduce the real and perceived threats of road traffic speed in towns and villages.
P5	To reduce the proportion of the principal ('A') road network requiring significant maintenance.
P6	To maintain an integrated and efficient public transport network.
P7	To provide greater access to demand responsive bus services across the county.
P8	To improve facilities for cyclists and pedestrians, particularly in urban areas.
P9	To encourage schools to have School Travel Plans.
P10	To encourage businesses to adopt effective Workplace Travel Plans.
<b>Salisbury Transport Plan Objectives</b>	
P11	To reduce the volume of traffic entering the town compared with 1999.
P12	To increase cycling and pedestrian flows to/from the city centre compared with 2001.
P13	To improve access for shoppers by increasing the number of Park and ride sites and reducing long stay public off-street central spaces by at least 50% by 2010.
<b>Western Wiltshire Sustainable Transport Strategy Objectives</b>	
P14	To limit the growth in traffic compared to 1999.
P15	To improve business confidence in the transport network and inward investment by reducing variations in A350 journey time.

For the assessment, LTP2 has been broken down into the following themes/sections (see Box NTS1).

**Box NTS1: The themes of Wiltshire's LTP2**

<b>Vision and Objectives</b>	<b>Other Quality of Life Issues</b>
<p><b>Delivering Accessibility</b>            Development Planning and Control            Public Transport            TravelWise and Smarter Choices            Network Improvements            Working With Service Providers</p> <p><b>Safer Roads</b>            Education            Enforcement            Engineering            Marketing and Publicity</p>	<p><b>Transport and Network Management</b>            Approaches            Transport Asset Management Plan            Rights of Way Improvement Plan            Bridge Maintenance and Strengthening            Street Lighting</p> <p><b>Area Strategies</b>            Western Wiltshire Sustainable Transport Strategy            Salisbury Transport Plan            Devizes Community Area Transport Strategy            Marlborough Community Area Transport</p>

<p>Targeting User Groups</p> <p><b>Better Air Quality</b>  General Measures  Salisbury AQAP  West Wiltshire AQAP</p> <p><b>Tackling Congestion</b>  Management of the Highway Network  Development Planning and Control  Public Transport  Travel Wise and Smarter Choices  Demand and Traffic Management Measures  Network Improvements</p>	<p>Strategy  Tidworth Community Area Transport Strategy</p> <p><b>Freight Action Plan</b></p> <p><b>Public Transport</b></p>
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## Other Plans and Programmes and Environmental Objectives

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

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

To fulfil this requirement, a review of the relevant plans, policies and programmes has been carried out to identify environmental objectives which may provide constraints or synergies with the plan being formulated (see Appendix B of the Environmental Report). This found that the Provisional LTP links with many plans and programmes. Apart from operating within a transport and land use planning system providing national and regional guidance and policy, plans and programmes that focus upon environmental issues also exist such as Biodiversity Action Plans, Landscape Character Assessments etc (listed in Appendix B of the Environmental Report). In order to show whether LTP2 is in agreement with these plans, the following environmental issues have been identified which require SEA objectives:

- Nature conservation, particularly with regard to designated areas and priority species / habitats;
- Protect water quality and quantity;
- Reduction in emissions from transport (air pollution and climate change);
- Protection of the historic environment;
- Protecting landscape and in particular tranquil areas from development;
- Encouraging public transport use, as well as cycling and walking;
- Reducing risk of flooding and discouraging development in areas of flood risk;
- Reducing noise levels;
- Planning for a healthy community and reducing health inequalities;
- Improving access to facilities and open space;
- Reducing crime and fear of crime;
- Encouraging urban and rural regeneration;
- Using natural resources prudently;
- Encouraging sustainable economic development;
- Maximising cultural potential; and
- Encouraging demand management for transport.

## **The Environment of Wiltshire**

In assessing the plan not only is it necessary to understand the current state of the environment, but also its likely evolution without the plan. The following topics have been investigated as part of the assessment:

- Transport
- Population
- Human health
- Cultural Heritage
- Water
- Air
- Climate
- Biodiversity, flora and fauna
- Landscape
- Soil and Minerals
- Material Assets

### ***Transport***

In Wiltshire the car remains the major mode of transport, with the number of cars increasing by 92% between 1981 and 2001. The number of bus passenger journeys declined between 2002/2 and 2003/4. The latest figures (July 2005)<sup>1</sup> show that numbers recovered in 2004/5, and are now ahead of the target.

Having seen an increase in the level of cycling between 2001 and 2002, this trend was reversed in 2003 with the level falling below the 2001 baseline. The 2004 figures show no change from 2003 and the number of cycling trips now stands at 86% of the targeted trajectory. Levels of cycling in Salisbury, Devizes, and West and North Wilts Towns are all well behind target, although Devizes has shown a positive trend in the two years to 2005.

### ***Population: Demographics***

The population of Wiltshire is growing and between 1991 and 2001 grew by 10% and currently stands at 445,150<sup>2</sup>. It is estimated to rise to 451,100 by 2006. Along with the decline in the number of households with no car/van and one car/van, there has been an increase in the number of households with two or more cars/vans (in period 1991-2001). The number of households is also set to increase at a faster rate than England between 2002 and 2006. This trend is expected to continue up to 2021.

The number of 80-84 year old people will increase by 22% by 2016, while those between 85-89 years old will increase by 28% and those over 90 will increase by 16%. This raises issues for transport such as the importance of well maintained pavements, transport interchanges, the provision of low floor buses as well as services which address the needs of the elderly.

### ***Population: Accessibility and Social Exclusion***

The largely rural nature and low population density of Wiltshire make accessibility to services difficult for certain sectors of the population. For example, in 2001 there were 45% fewer post offices and 60% fewer general food shops in villages than there were in 1976, which makes access to these services for non-car owners problematic.

Of the 149 county and unitary authorities in England, Wiltshire is ranked as the 139<sup>th</sup> least deprived in the 2004 Index of Multiple Deprivation (IMD). The indices also show that between 2000 and 2004 the Wiltshire Districts have all become less deprived in

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<sup>1</sup> Wiltshire Local Transport Plan. APR 2005.

<sup>2</sup> Population Estimates for Wiltshire 2004 (Wiltshire CC Environmental Services Department. April 2005)

relation to other districts and unitary authorities in England. However there are pockets of deprivation and both Trowbridge and Salisbury contain areas which are in the 20% most deprived in the country.

### ***Population: Crime***

Concern about crime in Wiltshire compared to England and Wales is significantly lower, particularly for car crime. The actual level for crime in general is 72 crimes per 1,000 population, compared to 95 in the South-West and 113 in England for 2002/03.

### ***Population: Employment***

Unemployment rates showed a decline from the 2001 census (1.97%) to June 2003 when the figure stood at 2,790 (1.1%). This compares favourably to regional and national comparators (2001 census – South West 2.57%, England 3.35%).

### ***Human Health: General Health***

Wiltshire and Swindon have a lower proportion of permanently sick or disabled people and a lower percentage of people with long term illness than the South West as a whole. There is no reason to believe that this will change in the future especially as Wiltshire is becoming less deprived than the UK on average.

### ***Human Health: Road Safety***

The trends for those killed or seriously injured (KSI) in road accidents are mixed, with improvements between 2001 and 2002 being reversed in 2003 before recovering again in 2004. The equivalent indicator for children under 16 only, shows an increase in accidents in 2004 over 2003.

These figures are across all roads including accidents on motorways and trunk roads which are the responsibility of the Highways Agency. Wiltshire CC roads have shown recent improvements in accidents, but these have been masked by increases on the M4 and trunk road network. Figures for pedestrian casualties (all severities) continue to show an improvement, with the level of pedestrian casualties having already been reduced to below its 2010 target. The number of accidents involving cyclists has increased in 2004, however the target of a reduction in accidents by 50% by 2010 should be achieved.

### ***Human Health: Noise***

Noise from transport can cause sleep disturbance and stress. There is currently no information available on how noise from transport sources affects the residents of Wiltshire.

### ***Cultural Heritage***

Wiltshire contains a wealth of archaeological and architectural treasures, including the combined World Heritage Sites of Stonehenge and Avebury, Salisbury Cathedral, and the more recent industrial archaeological features such as Box Tunnel and the Kennet and Avon Canal. The county contains nearly 20,000 archaeological sites of interest ranging from prehistoric through to Roman and medieval times. Wiltshire also contains one of England's 43 Registered Historic Battlefields at Roundway Down,

where the Royalists defeated the Parliamentarians during the Civil War in 1643. There are also approximately 14,000 listed buildings, 37 Historic Parks and Gardens and more than 250 Conservation Areas (Kennet: 69, N.Wilts: 65, Salisbury: 67, and W.Wilts: 50).

### ***Water Resources***

Similar to the South-West as a whole the chemical and biological river water quality in Wiltshire has shown a gradual improvement between 1995 and 2003, although there has been a decline in some cases such as the Kennet.

### ***Air Quality***

Seven Air Quality Management Areas (AQMAs) have been declared in Wiltshire, with five of these being on roads in Salisbury, and the remaining two being in Westbury and Bradford on Avon (West Wiltshire). In Salisbury there have been recent changes to the locations of the AQMAs, with the Wilton Road AQMA being revoked, and an additional central Salisbury AQMA being declared in Exeter Street. While Salisbury and Westbury AQMAs have been notified on the basis of high levels of nitrogen dioxide, the Bradford on Avon AQMA has been notified for particulates (PM<sub>10</sub>). This is largely due to the canyon effect caused by the presence of tall buildings at the bottom of the valley which trap the pollution created by the heavy traffic passing through the town. Government data show that generally Wiltshire has seen reductions in pollutant concentrations since 2001.

### ***Climatic Factors***

Transport is a major contributor to the emission of greenhouse gases. In 2003 transport sector emissions were 8 per cent higher than in 1990 in the UK (91 per cent higher than in 1970). Carbon dioxide emissions from private cars increased by 8 per cent between 1990 and 2003, while emissions from Heavy Goods Vehicles (HGV) were 25 per cent higher in 2003 than in 1990. A recent South-West study<sup>3</sup> summarises the transport related opportunities and challenges of climate change as follows:

#### **Opportunities**

- Increased scope for walking and cycling
- Improved infrastructure to provide alternative routes in case of extreme climate events
- Less frost damage to roads and less need for salting
- Fewer ice related accidents and rail points failures.

#### **Challenges**

- Increased pressure on transport systems from more tourists
- Flood risks (including flash floods) disrupting roads
- River/coastal flooding and landslip threats to railways
- Increased threat of storm damage to road and rail
- Some disruption to air traffic

### ***Biodiversity***

Wiltshire is an important area for biodiversity and contains either in full or part, 10 Special Areas of Conservation (SAC) and 2 Special Protection Areas (SPA), these

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<sup>3</sup> Warming to the Idea - meeting the challenge of climate change in the South West (SWCCIP, 2002)

being areas of European designation. There are 136 Sites of Special Scientific Interest (SSSIs) and 7 National Nature Reserves (NNRs) which are of national importance. At a local level the county has 7 Local Nature Reserves (LNRs). In addition there are 42 Regionally Important Geological or Geomorphological Sites (RIGS) and approximately 1,500 County Wildlife Sites (CWS) (both figures are for Wiltshire & Swindon).

Wiltshire has 50 protected roadside verges which in some cases have been designated due to the presence of a particular species (e.g.; Danewort) and in others due to the more general flora found at that site (e.g.; Chalk downland flora). Management protocols for these verges are currently being developed.

### ***Landscape***

The county's landscape is also one of national importance. Three Areas of Outstanding Natural Beauty (AONBs) cover 43% of the county (Cotswolds, North Wessex Downs, and Cranborne Chase & West Wiltshire Downs), with the south-east tip of the county being included in part of the recently designated New Forest National Park.

A county wide landscape classification identifies the three most dominant national Character Areas within Wiltshire as the Avon Vale; Berkshire and Marlborough Downs; Salisbury Plain and West Wiltshire Downs. Some adverse changes to these landscape character areas have taken place over the period 1990 to 1998.

### ***Soil and Minerals***

Chalk dominates the geology in the south and east of Wiltshire, whilst in the north of the county the sand and gravel deposits in the Cotswold Water Park area are subject to mineral extraction. There are currently 23 active mineral workings in Wiltshire.

### ***Material Assets***

The recycling of highway materials is not currently being utilised due to the difficulties in finding suitable sites for the storing of reusable and recyclable highway materials. They are, however, used for Rights of Way repair and upgrading works, subject to Environment Agency consent.

### **SEA Objectives**

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

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

The SEA Objectives used are presented in Table NTS2.

**Table NTS2: SEA Objectives**

<b>SEA Topic</b>	<b>SEA Objectives</b>
Population and Human Health	• Reduce the adverse effects of transport on safety
	• Make public transport, cycling and walking easier and more attractive
	• Reduce the levels of transport-related crime
	• Reduce the community severance effects of transport infrastructure
	• Reduce the noise impact of the transport system
	• Improve sustainable access opportunities to basic services
	• Improve transport accessibility for disadvantaged groups such as disabled, the elderly and mothers with children
Biodiversity, fauna and flora	• Conserve and enhance designated sites and priority habitats and species, and attach appropriate priorities to protecting other areas of biodiversity importance
Soil	• Reduce contamination and safeguard soil quality and quantity
Landscape and townscape	• Protect and enhance elements that contribute to the quality of landscape/townscape in Wiltshire
	• Create places, spaces and buildings that enhance local distinctiveness and appearance
Cultural Heritage	• Maintain and enhance cultural and historical assets and the historic landscape.
Climatic factors	• Reduce the contribution of transportation to greenhouse gas emissions
	• Minimise the vulnerability of the transport infrastructure to climate change
Water	• Minimise the impact of the transport network on the quality and quantity of the county's water resources, including rivers, streams and aquifers
Air Quality	• Reduce the negative impacts of the transportation network on air quality
Material Assets	• Improve integration of different modes of transport
	• Ensure the transport system supports the economy of Wiltshire
	• Minimise the impact of transport on mineral resources
	• Encourage a switch from transporting freight by road to rail or water

## **Assessing the Effects of the Plan**

### **Developing and Assessing Alternatives**

Wiltshire developed the following alternatives:

- Option A – LTP2 Core Strategy (Do minimum option);
- Option B - No LTP2 (Without the Plan Scenario – see Section 3.4);
- Option C – LTP2 Core Strategy plus a focus on accessibility improvements;
- Option D – LTP2 Core Strategy plus a focus on road safety measures; and
- Option E – LTP2 Core Strategy plus shared priorities and other quality of life issues.

After an analysis of the potential environmental effects of these alternatives, Option E was recommended as the preferred strategy as it performed the best over the range of SEA objectives.

## **Assessment of the Preferred Option**

This section summarises the significant effects of the Provisional LPT2.

### ***Population***

**No significant negative or significant positive effects** arise on the population from the plan either on its own or in combination with the other plans, programmes or projects assessed. However, the majority of the plan will have a minor or moderate positive effect.

The Harnham Relief Road and Brunel Link and Westbury Bypass do have some adverse effects but these occur mainly in the construction phase although the Westbury Bypass could have adverse effects on rights of way. However, the cumulative effect of the plan remains still positive because the majority of the plan is positive and the major schemes affect a small area only.

### ***Human health***

The plan will have **no significant negative or significant positive effects** on human health either on its own or in combination with the other plans, programmes or projects assessed.

The installation of rumble strips and road humps can give rise to localised noise depending upon their design and this will be addressed at a later date.

The Harnham Relief Road and Brunel Link and Westbury Bypass have varying effects on noise from slight adverse effects during construction for the Harnham Relief Road and Brunel Link to beneficial effects on those properties on the existing route for the Westbury Bypass. However, the cumulative effect of the plan in combination with these schemes is positive.

### ***Biodiversity***

The plan has **no significant negative or significant positive effects** on biodiversity either on its own or in combination with the other plans, programmes or projects assessed. However, the Harnham Relief Road and Brunel Link and Westbury Bypass have mixed effects on biodiversity although no statutory or non-statutory sites are affected. There is a risk that populations of bats could be affected by the schemes. Mitigation has been suggested and is covered in Section 7 of the Environmental Report.

### ***Soil***

**No significant negative or significant positive effects** on soil are expected from the plan either on its own or in combination with the other plans, programmes or projects. However, some potential negative effects may be associated with the possible extension of the Park & Ride sites at Britford, Wilton Road, Beehive and London Road and the new site at Petersfinger. De-icing in Winter may also have some effects.

The provisional plan could cause effects in combination with the Waste and Minerals Local Development Documents and the Harnham Relief Road and Brunel Link and Westbury Bypass. However, because the Waste and Minerals Local Development Document are in an early stage of development, the nature of the effects is difficult to judge.

### ***Landscape and townscape***

The plan has **no significant negative or significant positive effects** on landscape and townscape either on its own or in combination with the other plans, programmes or projects. However, the assessment has recorded the following potential negative effects:

- Introducing inappropriately designed safety schemes into areas of landscape importance have the potential to have an adverse effect on the landscape character of the area; and
- The type of street lighting affects the amount of light pollution. LTP2 makes it clear that upgrading of lighting is restricted by budgetary constraints..

There is no one landscape/townscape asset or designation which may suffer from significant adverse effects as a result of the cumulative nature of impacts arising from the implementation of the LTP2. However, both the Harnham Relief Road and the Westbury Bypass may have a moderate adverse effect on the surrounding landscape which may decrease Wiltshire's overall landscape value.

### ***Culture heritage***

There are **no significant negative or significant positive effects** on cultural heritage from the plan either on its own or in combination with the other plans, programmes or projects. However, the assessment has recorded the following potential negative effects:

- Locating speed cameras in sensitive areas could have an adverse impact on heritage assets;
- Introducing inappropriately designed safety schemes into areas of historical importance have the potential to adversely effect their character; and
- The section of the plan dealing with Other Quality of Life Issues in the plan does not provide sufficient weighting to the potential impacts of transport.

The Harnham Relief Road and Brunel Link and Westbury Bypass are likely to have positive effects on cultural heritage through diverting traffic away from valued buildings.

### ***Climatic factors***

LPT2 has **no significant negative or significant positive effects** on climatic factors either on its own or in combination with the other plans, programmes or projects, however, the following negative effect could arise:

- Key Bus Route Network improvements encouraging modal shift from the private car and improvements to existing rail stations and construction of new stations could increase CO<sub>2</sub> emissions if public transport emissions aren't mitigated by updating the vehicle fleet.

In terms of cumulative effects, the Harnham Relief Road and Brunel Link assessment records an uncertain effect on greenhouse gas emissions and the Westbury Bypass will have a neutral effect.

## **Water**

There are **no significant negative or significant positive effects** on water as a result of LTP2 or in combination with the other plans, programmes or projects assessed; however, the following potential negative effects exist:

- Park & ride sites could increase runoff and flood risk if not managed, but this is a matter for project design; and
- Salting in winter on 25% of road network is likely to increase the salt content of highway runoff and potentially have negative effects on water quality.

Mitigation measures to reduce the potential negative effects are proposed in Section 7 of the Environmental Report.

In terms of cumulative effects, the plan could cause effects in combination with the Waste and Minerals Local Development Documents and the Harnham Relief Road and Brunel Link and Westbury Bypass. Cumulative effects will be restricted to the coalescence of watercourses, or where multiple discharges occur to the same watercourse. Such effects can only be assessed during project design.

## **Air quality**

A **potentially significant positive effect** has been identified and this is the potential effect of the objective: To become the healthiest county in which to live by 2012. However, the success of the objective depends on what measures are taken to achieve it in the LTP and other plans. The assessment identified **no significant negative effects** of the plan either on its own or in combination with the other plans, programmes or projects assessed. However, the assessment has recorded a number of potential negative effects and these are:

- Although air quality would benefit from achieving some of the stated objectives, it would also benefit from air quality improvement being specifically mentioned as an objective; and
- Key Bus Route Network improvements encouraging modal shift from the private car and improvements to existing rail stations and construction of new stations could increase NO<sub>x</sub> and PM<sub>10</sub> emissions if public transport emissions aren't controlled through updating the fleet.

Taken together the plans are likely to have a slight beneficial effect on air quality in conjunction with the LTP because of the potential for modal shift.

## **Material assets**

The plan has identified a **significant positive effect**. The current year's budget for maintenance and bridge strengthening has been increased and it is anticipated that the expenditure will continue at a high level for the next 5 years. **No negative effects** have been identified. In terms of cumulative effects, the Harnham Relief Road and Brunel Link and Westbury Bypass are likely to have a neutral effect.

## **Cumulative effects**

Cumulative effects been reported individually for each SEA objective above.

## Mitigation Measures

Among the mitigation and enhancement measures are:

- Addition of LTP objectives to address certain issues such as noise, soil and heritage;
- Physical measures such as using alternatives to rumble strips, planting etc
- Issues for EIAs of schemes – park and ride schemes, road schemes;
- Management measures such as using the Regional Nature Map to guide verge management, weight restrictions on certain routes etc;
- Area policies – such as sensitive design of highway lighting and signs within AONBs Conservation Areas or adjacent to Scheduled Ancient Monuments; and
- Investigation of methods to decrease public transport vehicles emissions.

## Monitoring

Post implementation monitoring is not a legal requirement associated with project EIA, although it may be a requirement associated with individual consents. LTPs are subject to monitoring activities and annual reporting as a result of DfT policy. The inclusion of monitoring requirements in the Regulations therefore extends the transport monitoring activities into the environmental arena. The Regulations require authorities to:

*...monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (Section 17 (1)).*

The monitoring system will help fulfil the following requirements:

- To provide baseline data for the next SEA and to provide a picture of how the environment / sustainability criteria of the area are evolving;
- To monitor the significant effects of the plan;
- To track whether the plan has had any unforeseen effects; and
- To ensure that action can be taken to reduce / offset the significant effects of the plan.

Monitoring already plays a large role in the performance management of the Wiltshire LTP process, and where relevant, use will be made of these existing processes for the monitoring proposed as part of the SEA. The format for the monitoring framework is described in Table NTS3. This will be developed further in the SEA statement.

**Table NTS3: Monitoring measures required and implementation plan**

Effect or indicator to be monitored	Potential information source	Information gaps (& solution)	When to take remedial action	Remedial action to take	Responsible party

## **Next Steps**

The publication of this Non-Technical Summary and Environmental Report allows the public opportunity to comment on the contents of both the LTP and the Environmental Report.

The Provisional LTP2 will be developed prior to the final plan being published in March 2006. The results of this consultation and accompanying Environmental Report will be used to guide the development of the Final LTP.

The Final LTP will be accompanied by the SEA Statement which updates the environmental information and reports how the environmental assessment and consultation have influenced the Final LTP. The SEA Statement will also document any additions, amendments or deletions within the LTP which have resulted from the findings of, and consultation on, the Environmental Report.

## **Availability of the LTP2 and Environmental Report**

This report and associated reports are available from:

Transport & Development Team  
Environmental Services Department  
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Purchase of hard copies of the Environmental Report and Appendices will cost £10.

## **Consultations**

Consultation on the LTP and Environmental Report runs from Friday 19<sup>th</sup> August to Friday 30<sup>th</sup> September 2005. Please send comments on either document to the address or e mail address above.