

# Wiltshire Local Transport Plan 2011- 2026

## Strategic Environmental Assessment Environmental Report consultation draft





**Wiltshire Local Transport Plan  
2011-2026**

**Car Parking Strategy Review**

**Strategic Environmental Assessment**

**Environmental Report**

**Consultation Draft**

**December 2014**



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# Non-technical summary

## Introduction

This Environmental Report sets out the results of the Strategic Environmental Assessment (SEA) of the Wiltshire Local Transport Plan 2011 - 2026 (LTP3) Car Parking Strategy review. The purpose of the Environmental Report is to give consultees information on the potential environmental and sustainability effects of the draft Car Parking Strategy and to assist Wiltshire Council in improving the final Car Parking Strategy.

## What is a Strategic Environmental Assessment?

The main purpose of the SEA is to evaluate whether the LTP3 Car Parking Strategy review will result in any significant environmental effects, both positive and negative. Should significant effects be forecast, then recommendations will 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 SEA process also considers certain social economic issues.

## What is an Environmental Report?

This Environmental Report represents the results of the SEA process that has been undertaken in parallel with the Car Parking Strategy review.

Consultation with the statutory environmental bodies, Natural England, English Heritage, and the Environment Agency, as well as other local groups will take place during the consultation period from Monday 8th December 2014 to Monday 19th January 2015.

## Wiltshire's LTP3

In March 2011, Wiltshire Council published its third Local Transport Plan (LTP3) 2011-2026 which set out the council's approach to tackling the current problems and future challenges for the transport system in Wiltshire.

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

## Car Parking Strategy review

Wiltshire Council is in the process of reviewing its Car Parking Strategy. The previous strategy was approved by the council in February 2011.

The 2011 Car Parking Strategy Policy PS3 saw the introduction of 'spatial band' parking charges.

The 2014 review is looking to introduce a 'fine grain' approach which will see individual parking charges reflect those of the town and local circumstances. This will produce a greater variety of parking charges and differences in how individual car parking facilities are managed.

Further to this is the possibility of one or a number of other options being introduced, as follows:

- The council should offer a first hour of parking free in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme

- The council should offer the first hour of parking free of charge across all car parks but funding for other services which are supported by this income would need to be removed to compensate. This would therefore significantly impact on the delivery of these other services (e.g. local buses)
- The council should offer the first hour free of charge across all car parks but all other parking charges (i.e. over 1 hour) would need to increase, in some cases by over 100% to compensate
- The council should offer the first hour of parking free of charge across under used car parks but all other parking charges (i.e. over 1 hour) would need to increase to compensate (while this increase would be less than the option above, it still may be significant depending on the number of car parks identified)
- The council should offer free after 4pm parking in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme
- The council should offer free car parking after 4pm across all car parks but all other parking charges would need to increase to compensate (while this increase would be less than the one hour free charging at all car parks option, it still may be significant particularly if lots of people change their current parking habits to take advantage of the offer)
- The council should investigate the feasibility of introducing variable charging (this would include increasing charging at peak periods which might mean a reduction for other periods) to help fund the options above
- To help pay for the options above the council should introduce Sunday charges, evening charges and overnight charges across all car parks
- The council should increase season ticket prices to encourage commuters who tend to park for several hours, to explore alternative travel methods

This SEA Environmental Report accompanies the Car Parking Strategy review document and will be available for public consultation from Monday 8th December to Monday 19th January 2015.

## Relationship with other plans and programmes

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

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

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

## National transport goals

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

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change
- To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

## Sustainable Community Strategy

The government sees the Sustainable Community Strategy as the 'strategy of strategies' for an area. Wiltshire's vision is for 'strong and sustainable communities in Wiltshire' and it suggests that strong and sustainable communities are communities where current life styles do not threaten future ones.

## Local Development Framework - Core Strategy

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

## Relevant environmental objectives

Table NTS2 provides a summary of the relevant environmental objectives arising from the review of plans and programmes.

Table NTS2 Relevant environmental objectives

Summary of relevant environmental objectives
<b>Biodiversity</b>
The objectives of policies and plans at all levels focus on conservation of biological diversity with an emphasis on designated areas and the protection and monitoring of endangered and vulnerable species and habitats.
<b>Land, soil and water resources</b>
The plans and programmes focus on the protection of high quality agricultural land, the prevention of soil pollution and erosion; and the impact the transport system can have on water quality and resources.



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

## Environmental baseline information

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

The baseline data collected during the scoping phase has since been updated as the process has progressed. The SEA should focus on how the LTP can influence environmental and sustainability conditions. Therefore, each SEA topic considers the effect that transport can have and this is used to provide a sound basis for the SEA framework. A summary of main issues effecting Wiltshire are shown in Table NTS3.

**Table NTS3 Main baseline issues**

<b>Summary of main baseline issues</b>
<b>Biodiversity</b>
<ul style="list-style-type: none"> <li>• Wiltshire contains a significant wide range of sites protected for their biodiversity value. All contribute to the character and appearance of Wiltshire and some contribute to biodiversity on a national basis. Many of these sites are habitats which are situated next to highways, cycle routes, green lanes and other transport corridors.</li> <li>• Transport networks and traffic in general can have significant adverse impacts on wildlife and the associated habitats.</li> </ul>
<b>Land, soil and water resources</b>
<ul style="list-style-type: none"> <li>• There is a significant amount of land in Wiltshire which is valued at grade 3 or higher which compares favourably to both the South West and national figures.</li> <li>• The environmental impact of transport on soil consists of soil erosion and contamination.</li> <li>• Most of the minerals extracted within Wiltshire are transported by road with potential adverse impacts on the environment. Government policy seeks to promote the sustainable transportation of minerals and therefore those transporting minerals should do so by rail and water.</li> <li>• Large improvements have been made in chemical water quality in Wiltshire, between 1995 and 2005, although it is still somewhat short of the South West and national figures.</li> <li>• There has also been a regression in the length of rivers in Wiltshire that are in the top overall national percentage in terms of phosphate levels, however both biological quality and nitrate levels have improved in Wiltshire.</li> <li>• The risk of flooding is likely to increase with climate change.</li> </ul>
<b>Air quality and environmental pollution</b>
<ul style="list-style-type: none"> <li>• Overall air quality in the county is improving and it is anticipated that continuing improvements can be made through improved traffic management. Data on other forms of environmental pollution is poor.</li> <li>• Wiltshire has seven Air Quality Management Areas. Traffic counts in each of the areas has shown no real year on year improvements.</li> </ul>
<b>Climatic factors</b>
<ul style="list-style-type: none"> <li>• The county is likely to see a number of changes as a result of climate change, including drier and hotter summers, warmer and wetter winters and increased flooding.</li> <li>• The amount of renewable energy installed in Wiltshire at present is amongst the lowest for any authority in the South West. The amount of existing renewable heat and the use of transport fuels in Wiltshire are even lower than for renewable energy,</li> <li>• North Wiltshire is the largest emitter of transport related CO<sub>2</sub> emissions, followed by Salisbury, this reflects the road network and traffic densities.</li> </ul>

<b>Summary of main baseline issues</b>	
<b>Historic environment</b>	
<ul style="list-style-type: none"> <li>• Wiltshire has a wealth of historic sites, monuments, listed buildings, conservation areas and parks and gardens.</li> <li>• Transport can have a serious adverse impact upon areas or buildings of historical or cultural value.</li> <li>• Wiltshire contains one World Heritage Site, Stonehenge and Avebury, with roads and traffic having a serious adverse impact at both sites.</li> </ul>	
<b>Landscapes</b>	
<ul style="list-style-type: none"> <li>• Landscape character in Wiltshire provides a considerable contribution to local distinctiveness and is landscape of local and national importance. There are three areas of outstanding natural beauty which cover 44% of the county.</li> <li>• Wiltshire now forms part of the New Forest National Park.</li> <li>• Transport can have a negative effect on landscapes and can have a detrimental effect on landscape and townscapes in a number of ways, such as visually and in terms of tranquillity.</li> </ul>	
<b>Population</b>	
<ul style="list-style-type: none"> <li>• Wiltshire's population continues to grow and is ageing all the time. This has real implications for the provision of essential services and facilities and the need to ensure all of these elements are made as accessible as possible.</li> </ul>	
<b>Healthy communities</b>	
<ul style="list-style-type: none"> <li>• Wiltshire's population is relatively healthy compared with the national picture.</li> <li>• 14.2% of Wiltshire's adult population are physically active compared to the national average of 11.2% and 59.5% of children are active compared to 49.6% of England.</li> <li>• Adult obesity in Wiltshire is on a par with the national average, whereas child obesity in Wiltshire is below the national average.</li> <li>• Only 4% of journeys to work are by bicycle in Wiltshire; however there is enormous potential to increase this number.</li> <li>• Numbers of people killed or seriously injured (KSI) and the numbers of children killed or seriously injured are both decreasing. This is also evident in the number of cycling and pedestrian casualties which are also decreasing.</li> </ul>	
<b>Inclusive communities</b>	
<ul style="list-style-type: none"> <li>• Wiltshire is a predominately rural county, which makes affordable accessibility to services challenging.</li> <li>• Car ownership and use is high in Wiltshire.</li> <li>• The average commute to work has increased steadily since 1991 and out-commuting is now common place for some of Wiltshire's residents.</li> </ul>	
<b>Transport</b>	
<ul style="list-style-type: none"> <li>• Some of the main highway routes in Wiltshire are unsuited to the volume and type of traffic carried which has given rise to a number of issues, such as local congestion and journey time reliability.</li> </ul>	

### Summary of main baseline issues

- Car ownership is high and in 2001 there was a 92% increase in the number of cars in Wiltshire.
- Wiltshire has large rural areas where cycling may be less practical; however 49% of live in urban settlements where there is much potential to increase cycling in these areas.
- Future increases in tender prices pose a real threat to the maintenance of existing bus services in the county.
- Road based freight has a noticeable impact on the road network, particularly in historic towns and areas where roads and streets weren't designed for large freight vehicles.

### Economy and enterprise

- In recent years the population of parts of Wiltshire has grown substantially, although this has generally not been matched by increases in employment opportunities. Consequently out commuting has increased.
- There is a definite opportunity for Wiltshire to capitalise further on its tourism potential, however this will require consideration where increased transport and travel occurs.

## The SEA framework

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

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

Table NTS4 SEA objectives

LTP SEA objective		Decision making criteria - appraisal questions	Potential indicators
<b>Biodiversity</b>			
To protect and enhance biodiversity and geological features and avoid irreversible losses of habitats and species at all levels.	Will it include actions that cause changes in habitat fragmentation or habitat loss?	<ul style="list-style-type: none"> <li>Condition of SSSIs</li> <li>No. of schemes/projects to reduce soil and water pollution.</li> </ul>	
	Will it include actions that affect an area in a way that could have long term effects in relation to species lifestyles or irreversible affects where there are no known mitigation techniques?		
	Will it include actions that help reach targets or compromise targets of the local BAPs?		
	Will it include actions that affect Natura 2000 sites, SSSIs or other designated sites?		
<b>Land, soil and water resources</b>			
To reduce soil contamination and safeguard soil quality and quantity and minimise the impact of the transport system on water resources.	Will it cause changes in existing soil erosion problems, including the effects of road maintenance?	<ul style="list-style-type: none"> <li>River quality</li> </ul>	
	Will it cause the loss or pollution of soils and watercourses which support valued habitats and species?		
	Will it reduce the need to develop areas of agricultural land and Greenfield sites?		
Ensure that Greenfield sites and quality agricultural land is avoided.			
<b>Air quality and environmental pollution</b>			
To reduce the negative impacts of the transportation system on air quality.	Will it cause any changes in traffic that affect an air quality management area?	<ul style="list-style-type: none"> <li>Proportion of bus fleet operating in Wiltshire meeting the Euro 4 engine regulations or higher.</li> </ul>	
	Will it affect areas which are likely to experience a 10% change in traffic flow/nature?		
	Will it cause air pollution adjacent to species and habitats known to be susceptible to deterioration in air quality?		

LTP SEA objective	Decision making criteria - appraisal questions		Potential indicators
<b>Climatic factors</b>			
To reduce the contribution of the transport system to CO <sub>2</sub> emissions.	<ul style="list-style-type: none"> <li>Will it cause a change in traffic flow/volumes or a change in the nature of traffic that would cause changes in fuel use and CO<sub>2</sub> which would assist in meeting the target of reducing the amount of carbon dioxide produced?</li> </ul>	<ul style="list-style-type: none"> <li>No of schemes/projects introducing electric vehicle charging infrastructure</li> </ul>	
To ensure that the transport system can cope with the unavoidable effects of climate change.	<ul style="list-style-type: none"> <li>Will it reduce the unavoidable effects of climate change, such as excess flooding and storm damage to transport networks?</li> </ul>		
<b>Historic environment</b>			
To conserve and enhance features and areas of historical and cultural value.	<ul style="list-style-type: none"> <li>Will it cause direct impacts on sites or monuments through the provision of new transport infrastructure?</li> </ul>	<ul style="list-style-type: none"> <li>Number of listed buildings lost through transport development.</li> </ul>	
To conserve and enhance archaeological sites and features.	<ul style="list-style-type: none"> <li>Will it cause a change in traffic flows or the nature of traffic that affects townscape, sites and monuments valued for cultural and historic significance?</li> </ul>		
<b>Landscapes</b>			
To protect and enhance the quality of Wiltshire's landscapes.	<ul style="list-style-type: none"> <li>Will it cause changes in traffic flows and the nature of traffic in areas valued for their landscape character and tranquility?</li> </ul>	<ul style="list-style-type: none"> <li>No. of schemes that have a pro-active approach to protecting and enhancing Wiltshire's landscapes.</li> </ul>	
To help reduce the impact of transport and improve the quality of urban and rural centres.	<ul style="list-style-type: none"> <li>Will it reduce traffic levels, congestion, or the nature of traffic in residential areas/town and village centres.</li> <li>Will it cause changes that reduce the impact of transport on the townscape, which may include changes to highway signage, lighting, street furniture, or introduce features that enhance the character of towns.</li> </ul>		

LTP SEA objective		Decision making criteria - appraisal questions	Potential indicators
<b>Population</b>			
To provide everyone with the opportunity to access key services.	Will it improve provision of public and community transport that make key services more accessible?	<ul style="list-style-type: none"> <li>• Access to key services and facilities by means other than the motor car.</li> </ul>	
	Will it improve access for certain equality groups (race, gender, disability, age, religion and sexual orientation) and contribute to the DfT goal of promoting greater equality of opportunity for all citizens. This includes changes to physical infrastructures and services.		
<b>Healthy communities</b>			
To reduce the need/desire to travel by car and encourage physical modes of transport.	Will it lead to an increase in walking and cycling numbers?	<ul style="list-style-type: none"> <li>• No. of people walking and cycling instead of using the car</li> <li>• Accessibility to GP surgery</li> <li>• No of people/children killed or seriously injured.</li> </ul>	
	Will it reduce the amount of traffic in tranquil areas?		
	Will it affect sensitive receptors within 200m of a noise change?		
	Will it affect areas adjacent to habitats where sensitive species breed?		
	Will it affect areas where noise is likely to change in nature as a result of an increase in HGVs or change to the time of traffic?		
	Will it lead to a decrease in traffic accidents/accident severity and help meet KSI targets?		
<b>Inclusive communities</b>			
To increase accessibility to key services, facilities, and retail without the need for a car.	Will it provide opportunities to travel without the need for a car?	<ul style="list-style-type: none"> <li>• Access to services and facilities by public transport, walking and cycling.</li> <li>• Working people with access to employment by public transport (and other specified modes)</li> </ul>	
	Will it lead to alternatives ways of travel to employment hubs?		
	Will it result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speeds and reduced traffic levels)?		

LTP SEA objective	Decision making criteria - appraisal questions		Potential indicators
<b>Transport</b>			
To reduce the need to travel, and promote sustainable travel modes of transport.		<ul style="list-style-type: none"> <li>• Will it increase the range, availability and affordability of sustainable travel choices (i.e. public transport, walking, cycling)?</li> </ul>	<ul style="list-style-type: none"> <li>• Number of households with two or more cars</li> <li>• Train ticket sales</li> <li>• Number of bus stops</li> <li>• Number of received travel plans</li> </ul>
<b>Economy and enterprise</b>			
To help to manage and maintain the existing transport system efficiently in all areas of Wiltshire.		<ul style="list-style-type: none"> <li>• Will it help to manage routes effectively in order to maintain journey times?</li> </ul>	<ul style="list-style-type: none"> <li>• The number of new tourism enterprises</li> <li>• Journey time reliability</li> </ul>
To invest in sustainable transport improvements that help the economy of Wiltshire.		<ul style="list-style-type: none"> <li>• Will it include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</li> <li>• Will it enhance the quality of Wiltshire's green infrastructure assets?</li> <li>• Will it include areas where tourism has a foothold?</li> </ul>	
To reduce the impact of road freight on communities.		<ul style="list-style-type: none"> <li>• Will it include schemes that decrease journey times and congestion, improve journey time reliability and help to meet congestion targets in the LTP?</li> <li>• Will it include areas where tourism has a foothold?</li> </ul>	



## Evaluation of draft strategies/plans

Evaluating the effects of draft strategies/plans has entailed the following:

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

### Identifying the effects of strategies/plans

The main tool used to assess the effects of this strategy against the SEA and its objectives is 'expert judgement' and where possible this is supported by documented evidence.

### Evaluating the effects of strategies/plans

Once the effects have been identified, it is necessary to indicate the level of significance, i.e., whether minor or major significance. The SEA Regulations specify the criteria that should be taken into account when determining the likely significant effects.

Evaluation involves judging whether or not a predicted effect is likely to be significant. The results of the evaluation are categorised by the nature of the effect using the key as shown in Table NTS5. The assessment of significance should involve the assessor considering the above criteria for each potential impact along with a consideration of the how the plan will help to achieve (or not) the SEA objectives.

**Table NTS5: SEA significance scores and criteria**

Score	Description	Symbol/Key
Significant positive effect	The plan addresses all the elements that are required to protect the environment and address the relevant sustainability issues in Wiltshire and would help achieve all of the applicable SEA objectives. The plan also sets out how, where and when these policies will be implemented. They will have a positive impact in relation to characteristics of the effect and the sensitivity of the receptors.	++
Minor positive effect	The plan addresses all the elements that are required to protect the environment and address the sustainability issues in Wiltshire and would help achieve all of the SEA objectives.	+
Partial positive/partial negative effect	The plan addresses some of the elements that are required to protect the environment and address the sustainability issues in Wiltshire and would help achieve or partially achieve the SEA objectives. There is also an element of the plan that conflicts with some of the SEA objectives.	+/-

Score	Description	Symbol/Key
No significant effects	The plan does not have an effect on the achievement of the SEA objectives	○
Minor negative effect	The plan conflicts with some of the SEA objectives.	-
Significant negative effect	The plan conflicts with some of the SEA objectives. The plan also sets out, how, where and when these policies will be implemented and these will have a negative effect in relation to characteristics of the effect and the sensitivity of the receptors.	--
Uncertain	It is unclear whether there is the potential for a negative or positive effect on the SEA objective.	?

## Assessment topic summaries

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

### Biodiversity

The 'fine grain' approach to charging and options of variable charging, Sunday and evening charging and increases to permit prices could all have an impact on wildlife as motorists seek to locate less expensive parking opportunities. The offer of free parking could lead to higher levels of circulating traffic at certain times of the day, leading to increased air and environmental pollution which could have a negative impact on wildlife and could also potentially cause disturbance to wildlife habitats and breeding environments. The first hour free parking option could be paid for by cutting relevant local services such as bus services, which could lead to further discouragement of sustainable transport use and further increases in car use.

### Land, soil and water resources

While new council car parks (including Park & Ride sites) are not being proposed as part of the strategy, minimum residential parking standards will lead to a greater land take requirement for parking in new housing developments.

### Air quality and environmental pollution

The 'fine grain' approach to charging and the options of variable charging, Sunday and evening charging and increases to permit prices could have an impact on air quality and environmental pollution as motorists seek to locate less expensive parking opportunities. The offer of free parking could have a similar effect with a higher level of circulating traffic as motorists move from one car park to another to avoid payment. This could potentially increase emissions, pollutants and noise from vehicles in areas, possibly residential, not previously effected.

Increases to parking charges may see car drivers alter their travel behaviour and switch to sustainable modes of travel as they seek ways to reduce their travel costs, thus having a positive effect on air quality and environmental pollution.

However, possible cuts to relevant local services, such as bus services, as a result of the first hour free option could further discourage the use of sustainable transport modes and lead to an increase in car use.

## **Climatic factors**

The 'fine grain' approach to charging and the options of variable charging, Sunday and evening charging and increases to permit prices could potentially increase emissions from vehicles as drivers seek to locate less expensive parking opportunities. This could impact on residential areas not previously affected. The offer of free parking could have a similar impact with higher levels of circulating traffic at certain times of the day.

Potential reductions in local bus services to help fund the first hour free parking option could discourage the use of sustainable transport.

However, with appropriate chargers, drivers may be persuaded to change their travel behaviour and switch to more sustainable modes of travel as they seek ways to decrease their travel costs.

## **Historic environment**

The 'fine grain' approach to charging and the options of variable charging, Sunday and evening charging and increases to permit prices could provide encouragement to reduce car use and use more sustainable modes. However, there is also the potential for motorists to locate less expensive/free parking opportunities in residential areas which may have an adverse impact on the historical and cultural heritage of the local environment. As before, policy PS3 states that local environmental conditions will be considered in settling parking charges.

The offer of free parking could have a detrimental impact on the historic environment as people stop using sustainable transport modes and drive more frequently causing an increase in cars on the network at certain times of the day.

Increased parking signage and lighting could also be detrimental to the historical environment.

## **Landscape and townscape**

The 'fine grain' approach to charging and the options of variable charging, Sunday and evening charging and increases to permit prices could provide encouragement to reduce car use and use more sustainable modes. However, there is also potential for motorists to locate less expensive/free parking opportunities in residential areas which may have an adverse impact on the townscape of the local environment. As before, policy PS3 states that local environmental conditions will be considered in settling parking charges.

The offer of free parking could also have a detrimental impact on the historic environment as people stop using sustainable transport and drive more frequently resulting in an increase of cars on the network at certain times of the day.

Increased parking signage and lighting could be detrimental to the historical environment.

## **Population**

The 'fine grain' approach to charging and the options of variable charging, Sunday and evening charging and increases to permit prices could provide encouragement to reduce car use and use more sustainable modes. This could increase the viability and supply of public transport services.

However, the options to introduce some free parking (e.g. free first hour and free after 4pm) could potentially encourage further use of the car which may have a detrimental impact on public transport services.

Further to this, one of the funding options to pay for the free first hour option could mean that local services are cut, including bus services, lessening the quality of the public transport network.

## Healthy communities

The 'fine grain' approach to charging and the options of variable charging, Sunday and evening charging and increases to permit prices could provide encouragement to reduce car use and use more sustainable modes, such as walking and cycling. However, the options to provide free parking (e.g. first hour free and free after 4pm) could diminish this and potentially lead to decreases in cycling and walking levels.

The effective enforcement of on-street parking and stopping restrictions should be positive for streetscenes and safety, especially for those groups (i.e. the elderly and vulnerable) who may struggle to cross roads safely. However, increases to parking charges could lead to more on-street parking as motorists seek free parking opportunities in residential streets for example - where this occurs there is a risk to safety when trying to cross roads safely. The same could also apply where the offer of free parking options could lead to higher levels of circulating traffic as motorists move from car park to car park.

## Inclusive communities

The 'fine grain' approach to parking charges as well as other proposed increases to parking charges could potentially lead to some modal shift, possibly resulting in an increase in the provision of some transport services. However, the free parking options could diminish this outcome and potentially lead to decreases in the use of more sustainable modes of travel. Further to this, local bus services could potentially be cut to fund free parking options which will lessen the quality of the public transport network in Wiltshire.

Encouraging modal shift through parking charges could reduce community severance and improve road safety. However, free parking could lead to a rise in traffic flows and circulating traffic levels potentially increasing severance and road safety risks.

## Transport

The 'fine grain' approach to parking charges as well as other proposed increases to parking charges could potentially lead to some modal shift, possibly helping to improve the viability and availability of sustainable travel options. However, free parking does not encourage sustainable travel and if local bus services are reduced to fund free parking options, this will potentially weaken the public transport network.

## Economy and enterprise

The strategy seeks to reflect the differences between the economies of Wiltshire's towns through the use of a 'fine grain' approach (see Policy PS3). In particular, the strength of the local economy is a factor in setting parking charges. However, this approach could encourage car drivers to travel to neighbouring towns where car parking is less expensive which could have a detrimental impact on some town's economies with financial or journey time reliability implications.

## Mitigation and enhancement measures

Mitigation and enhancement measures identified to address potential negative or uncertain effects and enhance positive effects include:

- Appropriate parking charges could encourage people to seek sustainable transport options.
- Further emphasis on the use of unallocated communal parking should be considered as part of the approach to residential parking.

- Controlled parking schemes need to be considered where commuter/shopper parking is redistributed onto inappropriate streets.
- Use LED lighting. LED lighting uses up to 60% less energy than normal fluorescent tube lighting and typically lasts up to 6 years – reducing waste and carbon emissions in the process.
- The strength of the local economy must be a key factor in setting parking charges.

## Monitoring measures

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

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

As there are a number of potential options (e.g. 'fine grain' approach, charging options, etc) which may be implemented through the Car Parking Strategy review process, it has been deemed more appropriate to consider a monitoring programme through the SEA Statement. This will be published following the approval of the final Car Parking Strategy in 2015.

## Next steps

The publication Environmental Report allows statutory consultees, the public and others the opportunity to comment on the Environmental Report. The results of this consultation will be used to guide the development of the Car Parking Strategy.

This Environmental Report will be available on the relevant Wiltshire Council consultation page:  
<http://consult.wiltshire.gov.uk/portal>

Consultation will occur from Monday 8th December 2014 to Monday 19th January 2014 .

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

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

Email: [transportplanning@wiltshire.gov.uk](mailto:transportplanning@wiltshire.gov.uk)