Wiltshire Local Transport Plan 2011 - 2026 (LTP3)

Habitats Regulation Assessment (HRA) of Sub-Strategies

Wiltshire Council

Where everybody matters

Wiltshire Local transport Plan 2011 – 2026 (LTP3)

Habitats Regulation Assessment (HRA) of Sub-Strategies

1. Introduction

The Habitats Regulation Assessment (HRA) of the Wiltshire Local transport Plan 2011 – 2026 (LTP3) was carried out in 2010 by Environ (and subsequently updated in January 2011 by Wiltshire Council's County ecologist in consultation with Natural England). The report document presented the results of the screening stage of the HRA process, namely the test of Likely Significant Effect (LSE) of the LTP3 on the conservation objectives of European designated sites. The screening process identified the sites that could be affected by the LTP3 and the potential mechanisms for adverse effect. The process also considered the appropriate avoidance and mitigation strategies that would remove or substantially reduce adverse effects to a level where they would no longer be significant. The results of the screening were agreed with Natural England.

To further enable implementation of the LTP3, a number of sub-strategies have been produced. These have also undergone a test of Likely Significant Effect to ensure compliance with the Habitats Regulations. The purpose of this document is to record the tests of Likely Significant Effect (LSE) of the sub-strategies of the Wiltshire Local Transport Plan (LTP3), on sites of European designated sites.

2. Method for assessing the sub-strategies

The Habitats Regulation Assessment (HRA) of the Wiltshire Local transport Plan 2011 – 2026 (LTP3) carried out by Environ in 2010 determined the predicted impacts of each policy within the plan, on the features of each European designated site, based on the sensitivities of those features as documented in the site information given by the Joint Nature Conservancy Council.

The HRA identified three European designated sites,

- Kennet & Lambourn Floodplain SAC
- River Avon SAC
- Bath & Bradford on Avon Bats SAC

that could potentially be affected by the following impacts as a result of implementation of the LTP3. (Taken from Table 3.1 Factors affecting the integrity of sites, in the the Habitats Regulation Assessment (HRA) of the Wiltshire Local transport Plan 2011 – 2026 (LTP3) carried out by Environ in 2010).

Table 1. Factors with the potential to affect European designated sites

Potential Impact	European Sites Potentially Affected
Pollution of watercourse	Kennet & Lambourn Floodplain SAC River Avon SAC
Changes to water levels	Kennet & Lambourn Floodplain SAC River Avon SAC
Recreational Use/Disturbance	Bath & Bradford on Avon Bats SAC
Changes to Habitat Management	Kennet & Lambourn Floodplain SAC

The HRA further concluded that appropriate and sufficient mitigation is available (including avoidance strategy), that would reduce the potential impacts on these sites to a level where they would be insignificant to the conservation objectives of the sites.

Table 2. Recommended mitigation measures for European designated sites potentially affected by the objectives of the LTP3

Site name	Appropriate and sufficient mitigation available that would remove the likely significant effect?
Bath & Bradford on Avon Bats SAC	Lighting constraints to be agreed in consultation with NE
Kennet & Lambourn floodplain SAC	A robust Construction Method Statement for all road works within the possible zone of impact, approved by the County Ecologist will remove the likelihood of adverse impact.
River Avon SAC	A robust Construction Method Statement for all road works within the possible zone of impact, approved by the County Ecologist will remove the likelihood of adverse impact.

Since the sub-strategies are, in effect "daughter documents" of the LTP3, they are broadly covered by the overarching HRA process applied to the LTP3, however a further test of likely significant effect has been applied to each sub-strategy to reinforce the HRA process and to ensure compliance with the European legislation. In addition, this process allows identification of any specific avoidance or mitigation requirements at a site level.

The test of Likely Significant Effect of the sub-strategies utilises the conclusions and recommendations of the overarching HRA of the main LTP3 document. Thus each sub-strategy is assessed for its potential to impact the three European sites listed above, as a result of any of the potentially damaging impacts (also listed above) resulting from objectives of the sub-strategies.

One possible exception to the above is the **Countryside Access Improvement Plan**, which although sitting at the same level, is very different to other sub-strategies of the main LTP3, in that it does not deal with construction or use of roads, rather that it deals with using the public Rights of Way (RoW) network to provide a means of sustainable, active travel, in both urban and rural areas, playing a significant part in reducing traffic congestion and harmful emissions, while also providing safer routes for vulnerable travellers; in effect the CAIP seeks to alleviate pressure on roads by making greater use of the existing RoW network.

In the overarching HRA for LTP3 it was not considered that recreational access to the European designated sites or the numbers of people accessing the European designated site would be influenced by the implementation of LTP3 because of the small changes proposed within the plan. No new or diverted public transport, road or pedestrian, cycle or bridleway routes are proposed. Consultation with Natural England resulted in Salisbury Plain SPA, NEW Forest SPA and North Meadow and Clattinger Farm SAC being included in the HRA screening assessment carried out by Environ, due to their particular sensitivity to recreational pressure. The conclusion for each was that there would be no likely significant effect as a result of implementation of the LTP3 as there was no new infrastructure proposed. The CAIP **does** propose that new paths should be created where needed to link existing parts of the RoW network, however these will be confined to urban areas or new areas of development as defined by the Wiltshire Core Strategy, not new pathways through open countryside. No new pathways would be constructed prior to development but would be created only in response to user demand post construction of new urban areas.

It is therefore considered that the Countryside Access Improvement Plan can be assessed alongside the other sub-strategies, using the same potential impacts as defined by the overarching HRA of LTP3.

For all the sub-strategies assessed, the criteria for determining significant effect are based on the likelihood of the predicted impacts for each of the designated features of a particular European site actually occurring, when taking into account all other biotic and abiotic factors.

The format used for the Test of Likely Significance pro forma is that used by Wiltshire Council's ecologists for all planning applications that have the potential to result in an adverse effect on a European site. The pro forma is accepted by Natural England as suitable procedure for this purpose and is self explanatory.

3. Conclusions

In all cases the conclusions were that the sub-strategy objectives would not result in a significant adverse effect on a European site, either because potential for adverse effect does not exist or because it is possible to apply the mitigation or constraints detailed in Table 2 above, thus removing or reducing the potential impact to an insignificant level.

The Test of Likely Significance pro formas are set out below for each of the sub-strategies:

Accessibility Strategy

ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS ON A EUROPEAN SITE

This is a record of the judgement by Wiltshire Council, required under Regulation 61 of the Habitats Regulations 2010 as to the "likely significant effect", if any, of implementation of a strategic plan within the LTP3, on one or more European protected sites.

PART A: THE PROPOSAL

Name of Strategy

Accessibility Strategy

Policies within Strategy

Support economic growth

SO1 To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
SO4 To minimise traffic delays and disruption and improve journey time reliability on key routes.
SO6 To make use of the existing infrastructure through effective design, management and maintenance.
SO10 To encourage the efficient and sustainable distribution of freight in Wiltshire.
SO12 To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
SO16 To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil.

Accessibility measures are able to contribute to LTP3's strategic objectives in the following ways:

Providing and maintaining sustainable access to businesses and leisure facilities for employees, users and visitors respectively, particularly in and from rural isolated areas, encourages local employment opportunities and supports local economies. Ensuring that transport and accessibility planning is integrated with economic development and spatial planning which will help facilitate economic growth. There is potential for transport to enable sustainable economic growth through its support of the tourism industry by providing options for sustainable travel, such as utilising inter-peak bus services.

Reduce carbon emissions

SO2 To provide, support and promote a choice of sustainable transport alternatives.
SO11 To reduce the level of air pollutant and climate change emissions from transport.
SO13 To reduce the need to travel, particularly by private car.

Accessibility measures are able to contribute to LTP3's strategic objectives in the following ways:

Improving intermodal links will help make transport more sustainable and will help to reduce carbon emissions and improve air quality. Improvements to rights of way and the cycle network will enhance access to a full range of opportunities and reduce the need to travel by private transport.

Contribute to better safety, security and health

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.
SO14 To promote travel modes that are beneficial to health.

Accessibility measures are able to contribute to LTP3's strategic objectives in the following ways:

Improvements to rights of way and the cycle network will help to encourage safe active travel to a full range of opportunities and essential key services. Encouraging sustainable active modes of travel could help to reduce the number of vehicles on the roads which may reduce traffic speed impacts as well as reducing the number of road casualties.

Promote equality of opportunity

SO5 To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
SO15 To reduce barriers to transport and access for people with disabilities and mobility impairment.

Accessibility measures are able to contribute to LTP3's strategic objectives in the following ways:

Community transport, demand responsive transport, and supported bus services all provide enhanced access opportunities to key services and facilities, such as health, education and retail. Mobile services are also becoming increasingly widespread and again often provide vital access to those who may not otherwise be able to connect with many services and facilities such as those living in remote isolated areas and those without private transport. Improvements to the marketing and promotion of sustainable transport information will help to enable greater equality of opportunity.

Improve quality of life and a healthy natural environment

SO3 To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
SO7 To enhance Wiltshire's public realm and streetscene.
SO17 To improve access to Wiltshire's countryside and provide a more useable public rights of way network.
SO18 To enhance the journey experience of transport users.

Accessibility measures are able to contribute to LTP3's strategic objectives in the following ways:

Providing and enabling improved access to a full range of opportunities services will help to improve the quality of life for many local isolated residents. Doing this in a way that helps to reduce congestion and improve air quality will improve streetscene and provide a higher quality living environment, and therefore there is a need to ensure that improvements such as more frequent transport services do not detract from a healthy natural environment.

European Sites that could be affected by the proposals

Bath & Bradford on Avon Bats SAC

- Component SSSIs -
  - Coombe Down and Bathampton Mines
  - Brown's Folly
  - Winsley Mines
  - Box Mine

Kennet & Lambourn Floodplain SAC

- Component SSSIs
  - Thatcham Reed Beds
  - Kennet & Lambourn Floodplain
  - Boxford Water Meadows
  - Chilton Foliat Meadows

River Avon SAC

- Component SSSIs -
  - River Till
  - River Avon System
  - Porton Meadows
  - Lower Woodford Water Meadows
  - Jones' Mill

List of European Site interest features	**Bath & Bradford on Avon Bats SAC** Greater Horseshoe Bat Bechstein's Bat **Kennet & Lambourn Floodplain SAC** Desmoulin's whorlsnail **River Avon SAC** Bullhead. Atlantic salmon. Brook lamprey. Sea lamprey. Desmoulin`s whorl snail. Rivers with floating vegetation often dominated by water-crowfoot. Calcium-rich springwater-fed fens. White-clawed (or Atlantic stream) crayfish. Otter. Alder woodland on floodplains.
Key ecological features that support European Site integrity	**The River Avon SAC** The River Avon system is considered to be one of the most biodiverse in lowland Britain, with exceptionally rich flora, fish and invertebrate fauna. There is concern that the cumulative impacts of increasingly intensive land use are causing problems of reduced water quality and flow which, especially where combined with insensitive engineering and/or management are significantly affecting the ecology. External factors such as deep sea salmon fishing and water resource on a regional basis are impacting

	on the ecology. At present the most directly influential factor on the Upper Avon is salmonid fishery management (including bank stabilisation, fish stocking, control of predators/competitors, weed cutting and bank vegetation cutting). On the lower Avon, management is more directed to land drainage, through manipulation of water flows and weed cutting, although fishery management is carried out. The operation of hatches, sluices etc have a significant influence throughout the system. **The Bath & Bradford on Avon Bats SAC** The disused stone mines are of key importance to greater horseshoe bats because of a combination of temperature and humidity conditions, suitable access for the bats, lack of pollution and infilling, and freedom from significant disturbance. In order to maintain these conditions, efforts are being made to fit grilles over the most vulnerable mine entrances. Foraging areas around hibernation sites and habitat connectivity between hibernation and other roost sites is key to maintaining the conservation status of bat populations that use the site for hibernation. Impacts from road lighting strategies and recreational disturbance of sites may be limiting factors to the integrity of the SAC. **The Kennet & Lambourn Floodplain SAC** Desmoulin's whorl snail is critically dependent on an adequate supply of high quality water. Integrity of the population is being maintained by taking measures, including habitat creation, to safeguard populations. Features in road construction and maintenance that reduce possible impacts such as spray and run-off are intended to prevent direct impact or habitat change to populations near roads. EA and NE are working together to ensure that all parts of the site have appropriate water levels, through measures such as the production of water level management plans and regular monitoring of water quality.

PART B: ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

What potential hazards are likely to affect the interest features?

Potential hazard*	**Potential exposure to hazard and mechanism of effect/impact if known**	**Existing or additional possible mitigation to remove/reduce the hazard**
1. Pollution of watercourse Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in pollution of the watercourse.	N/A
2. Changes to water levels Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in changes to water levels.	N/A
3. Recreational Use/Disturbance Bath & Bradford on Avon Bats SAC	No policies or targets within this strategy have the potential to result in disturbance of the designated features.	N/A
4. Changes to Habitat Management Kennet & Lambourn Floodplain SAC	No policies or targets within this strategy have the potential to result in changes to habitat management in areas likely to affect Desmoulin's whorl snail.	N/A

* Potential hazards likely to cause adverse impact as identified by the Wiltshire Local Transport Plan 2011 – 2026 Habitat Regulations Assessment Screening, Environ, October 2010

PART C: CONCLUSION **Is the potential scale or magnitude of any effect likely to be significant?**
a) Alone? No (explain conclusion e.g. in relation to de minimus criteria) No policies or targets within this strategy have the direct potential to result in adverse impacts to the designated features of the N2K sites considered.
b) In combination with other plans or projects? No No policies or targets within this strategy have the direct potential to result in adverse impacts to the designated features of the N2K sites considered, therefore there can be no cumulative impacts.
Conclusion: Is the proposal likely to have a significant effect on a European Site? (Include justification) **No.** **Recommendations: N/A**

Name of Officer(s) making the assessment	Fiona Elphick Principal Ecologist, Wiltshire Council
Date	22nd February 2013

Cycling Strategy

ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS ON A EUROPEAN SITE

This is a record of the judgement by Wiltshire Council, required under Regulation 61 of the Habitats Regulations 2010 as to the "likely significant effect", if any, of implementation of a strategic plan within the LTP3, on one or more European protected sites.

PART A: THE PROPOSAL

Name of Strategy

Cycling Strategy

Policies within Strategy

Policy 1 Provide a sympathetically designed, high quality and well maintained network of cycling routes in the principal settlements and market towns and where appropriate, provide links to national routes.
1A Secure land for the cycle network and cycle parking where appropriate.
1B Prioritise improvements to links based on potential demand, safety and feasibility as shown in Appendix 3.
1C Ensure appropriate directional signage is included in new schemes and look for opportunities to improve directions on existing routes.

Policy 2 Ensure consideration of other non-motorised users when implementing cycle facilities, and look for opportunities to enhance amenity for these users.
2a Provide permissive access for horses on cycle paths and shared use cycle paths that are owned by the council where such access is not significantly detrimental to access for cyclists, pedestrians or disabled people.

Policy 3 Look for opportunities to support and enable improved cycle access in rural areas
3A Support measures for cycling (such as maintenance, signposting and removal of stiles) on appropriate Rights of Way and green routes through the council's Green Infrastructure Strategy and the Countryside Access Improvement Plan.
3B Enable communities to improve cycle access in rural areas either on existing rights of way or on private land by providing advice on land negotiation and helping to identify funding opportunities such as Community Area Transport grants (CATG) or external grants.
3C Trial the conversion of pedestrian footways in rural areas that are below standard widths, where pedestrian flows are very limited and there is no alternative cycle route.

Policy 4 Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality parking in all new developments with higher levels in market towns.
4A Require cycle parking standards for new developments as shown in Appendix 4. This includes shower/changing facilities where appropriate.
4B Provide assistance for organisations to install cycle parking through the Cycle Parking Scheme.
4C Seek opportunities to improve cycle parking at key destinations and transport interchanges with regard to the standards set out in Appendix 4

Policy 5 Seek opportunities to work with public transport operators to improve integration with cycling.

European Sites that could be affected by the proposals

Bath & Bradford on Avon Bats SAC

- Component SSSIs -
    - Coombe Down and Bathampton Mines
    - Brown's Folly
    - Winsley Mines
    - Box Mine

Kennet & Lambourn Floodplain SAC

- Component SSSIs
    - Thatcham Reed Beds
    - Kennet & Lambourn Floodplain
    - Boxford Water Meadows
    - Chilton Foliat Meadows

River Avon SAC

- Component SSSIs -
    - River Till
    - River Avon System
    - Porton Meadows
    - Lower Woodford Water Meadows
    - Jones' Mill

List of European Site interest features	**Bath & Bradford on Avon Bats SAC** Greater Horseshoe Bat Bechstein's Bat **Kennet & Lambourn Floodplain SAC** Desmoulin's whorlsnail **River Avon SAC** Bullhead. Atlantic salmon. Brook lamprey. Sea lamprey. Desmoulin`s whorl snail. Rivers with floating vegetation often dominated by water-crowfoot. Calcium-rich springwater-fed fens. White-clawed (or Atlantic stream) crayfish. Otter. Alder woodland on floodplains.
Key ecological features that support European Site integrity	**The River Avon SAC** The River Avon system is considered to be one of the most biodiverse in lowland Britain, with exceptionally rich flora, fish and invertebrate fauna. There is concern that the cumulative impacts of increasingly intensive land use are causing problems of reduced water quality and flow which, especially where combined with insensitive engineering and/or management are significantly affecting the ecology. External factors such as deep sea salmon fishing and water resource on a regional basis are impacting on the ecology. At present the most directly influential factor on the Upper Avon is salmonid fishery management (including bank stabilisation, fish stocking, control of predators/competitors, weed cutting and bank vegetation cutting). On the lower Avon, management is more directed to land drainage, through manipulation of water flows and weed cutting, although fishery management is carried out. The operation of hatches, sluices etc have a significant influence throughout the system. **The Bath & Bradford on Avon Bats SAC** The disused stone mines are of key importance to greater horseshoe bats because of a combination of temperature and humidity conditions, suitable access for the bats, lack of pollution and infilling, and freedom from significant disturbance. In order to maintain these conditions, efforts are being made to fit grilles over the most vulnerable mine entrances. Foraging areas around hibernation sites and habitat connectivity between hibernation and other roost sites is key to maintaining the conservation status of bat populations that use the site for hibernation. Impacts from road lighting strategies and recreational disturbance of sites may be limiting factors to the integrity of the SAC. **The Kennet & Lambourn Floodplain SAC** Desmoulin's whorl snail is critically dependent on an adequate supply of high quality water. Integrity of the population is being maintained by taking measures, including habitat creation, to safeguard populations. Features in road construction and maintenance that reduce possible impacts such as spray and run-off are intended to prevent direct impact or habitat change to populations near roads. EA and NE are working together to ensure that all parts of the site have appropriate water levels, through measures such as the production of water level management plans and regular monitoring of water quality.

PART B: ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

What potential hazards are likely to affect the interest features?

Potential hazard*	**Potential exposure to hazard and mechanism of effect/impact if known**	**Existing or additional possible mitigation to remove/reduce the hazard**
1. Pollution of watercourse Kennet & Lambourn Floodplain SAC and River Avon SAC	Construction of new or augmentation of existing cycle paths, creation of additional parking facilities and safe parking & facilities (lock ups, shower blocks etc) has the potential to result in excavation of soils. Run-off in rain events may result in fuel-spillages or soil erosion being carried to the	A robust Construction Method Statement, for all construction works within the possible zone of influence, agreed with the council's Ecologist, to address bunded storage of all fuels and other potentially pollutant substances and the use of Sedimats™ or similar to reduce

	water courses with detrimental effects on the designated species.	soil erosion, will remove the likelihood of adverse impact.
2. Changes to water levels Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in changes to water levels.	N/A
3. Recreational Use/Disturbance Bath & Bradford on Avon Bats SAC	Additional lighting e.g. on new or shared cycle paths may create barriers to bats using foraging and commuting lines around hibernation sites and between hibernation sites and other roosting sites.	Additional lighting for cycle paths etc., created as a result of this strategy must be agreed with Natural England and Wiltshire Council's ecologists.
4. Changes to Habitat Management Kennet & Lambourn Floodplain SAC	Construction of new or augmentation of existing cycle paths could result in changes to management of immediately adjacent habitat.	New sections of cycle path will avoid specific areas close to where Desmoulin's whorl snail is recorded or is potentially present.

* Potential hazards likely to cause adverse impact as identified by the Wiltshire Local Transport Plan 2011 – 2026 Habitat Regulations Assessment Screening, Environ, October 2010

PART C: CONCLUSION

Is the potential scale or magnitude of any effect likely to be significant?

a) Alone? No

(explain conclusion e.g. in relation to de minimus criteria)

Construction works resulting from this strategy are likely to be very small scale. A robust construction method statement will address prevention of pollution. Lighting plans can be designed to minimise impacts on bats.

b) In combination with other plans or projects? No

There is no mechanism for actions resulting from this strategy to add to any cumulative effect on the River Avon SAC, the Kennet & Avon Floodplain SAC or the Bath & Bradford on Avon Bats SAC in combination with other plans and projects.

Conclusion: Is the proposal likely to have a significant effect on a European Site? (Include justification)

No.

Mitigation can be designed to address run off and pollution. Lighting plans will need to be agreed by NE and Wiltshire Council ecologists.

Recommendations:

Wiltshire Council's ecologists should be consulted at an early stage where works are proposed within the possible zone of impact to the River Avon or its tributaries, component sites of the Bath & Bradford on Avon Bats SAC or the Kennet & Lambourn Floodplain SAC.

Name of Officer(s) making the assessment **Date**	Fiona Elphick Principal Ecologist, Wiltshire Council 22nd February 2013

Powered Two Wheeler Strategy

ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS ON A EUROPEAN SITE

This is a record of the judgement by Wiltshire Council, required under Regulation 61 of the Habitats Regulations 2010 as to the "likely significant effect", if any, of implementation of a strategic plan within the LTP3, on one or more European protected sites.

PART A: THE PROPOSAL

Name of Strategy

Powered Two Wheeler Strategy

Policies within Strategy

Policy 1 To provide adequate facilities to accommodate powered two-wheelers, including secure parking and improved road infrastructure where possible.

We will continue to make improvements to road infrastructure including:

- Removing excessive street furniture and signs, which can be a hazard to riders, where the opportunity arises.
- When safety fences are replaced, consideration will be given to the use of motorcycle-safe designs.
- Replacement of ironworks (manhole covers) with non-skid surfaces where they are identified as a hazard.
- Minimising the use of surfaces such as lining that might cause powered two wheelers to skid.
- Ensuring that the needs of powered two wheelers are considered in road safety audits.
- Allowing motorcyclists to use bus lanes where there would be no detriment to safety.

Policy 1a The use of bus lanes will be decided on a case-by-case basis and will take into account the following factors:

- The presence or planned construction of segregated cycle facilities - where cyclists may use an off-road path of sufficient quality, there is less likely to be conflict in the bus lane.
- The width of the bus lane - a narrower lane may encourage motorcyclists to overtake by passing out of the bus lane and possibly risk conflict with other vehicles.
- The volume of buses likely to use the bus lane - a high volume of buses may make conflicts between buses and motorcycles or cycles and motorcycles more likely.
- The accident history of the area and the speed/volume of traffic in adjacent lanes.

Policy 1b We will also seek to provide adequate levels of secure parking for powered two wheelers including:

- Continuing to provide free parking for powered two wheelers in on-street car parking bays and within dedicated motorcycling bays in council-owned car parks.
- Looking for opportunities to improve parking in on-street locations or council owned car parks by providing secure locking facilities or increasing the number of motorcycle bays where there is sufficient demand.
- Securing adequate levels of powered two wheeler parking in new developments through standards set out in Annex 1.
- Encouraging provision of secure parking through workplace travel plans.
- Providing adequate levels of secure parking at council offices.

Policy 2 Reduce powered two-wheeler casualties as part of a broader road safety strategy based on a reaction to casualty statistics.

- We will continue the BikeSafe programme along with broader interventions set out in the Road Safety Strategy.

European Sites that could be affected by the proposals

Bath & Bradford on Avon Bats SAC

- Component SSSIs -
    - Coombe Down and Bathampton Mines
    - Brown's Folly
    - Winsley Mines
    - Box Mine

Kennet & Lambourn Floodplain SAC

- Component SSSIs
    - Thatcham Reed Beds
    - Kennet & Lambourn Floodplain
    - Boxford Water Meadows
    - Chilton Foliat Meadows

River Avon SAC

- Component SSSIs -
    - River Till
    - River Avon System
    - Porton Meadows
    - Lower Woodford Water Meadows
    - Jones' Mill

List of European Site interest features	**Bath & Bradford on Avon Bats SAC** Greater Horseshoe Bat Bechstein's Bat **Kennet & Lambourn Floodplain SAC** Desmoulin's whorlsnail **River Avon SAC** Bullhead. Atlantic salmon. Brook lamprey. Sea lamprey. Desmoulin`s whorl snail. Rivers with floating vegetation often dominated by water-crowfoot. Calcium-rich springwater-fed fens. White-clawed (or Atlantic stream) crayfish. Otter. Alder woodland on floodplains.
Key ecological features that support European Site integrity	**The River Avon SAC** The River Avon system is considered to be one of the most biodiverse in lowland Britain, with exceptionally rich flora, fish and invertebrate fauna. There is concern that the cumulative impacts of increasingly intensive land use are causing problems of reduced water quality and flow which, especially where combined with insensitive engineering and/or management are significantly affecting the ecology. External factors such as deep sea salmon fishing and water resource on a regional basis are impacting on the ecology. At present the most directly influential factor on the Upper Avon is salmonid fishery management (including bank stabilisation, fish stocking, control of predators/competitors, weed cutting and bank vegetation cutting). On the lower Avon, management is more directed to land drainage, through manipulation of water flows and weed cutting, although fishery management is carried out. The operation of hatches, sluices etc have a significant influence throughout the system. **The Bath & Bradford on Avon Bats SAC** The disused stone mines are of key importance to greater horseshoe bats because of a combination of temperature and humidity conditions, suitable access for the bats, lack

	of pollution and infilling, and freedom from significant disturbance. In order to maintain these conditions, efforts are being made to fit grilles over the most vulnerable mine entrances. Foraging areas around hibernation sites and habitat connectivity between hibernation and other roost sites is key to maintaining the conservation status of bat populations that use the site for hibernation. Impacts from road lighting strategies and recreational disturbance of sites may be limiting factors to the integrity of the SAC. **The Kennet & Lambourn Floodplain SAC** Desmoulin's whorl snail is critically dependent on an adequate supply of high quality water. Integrity of the population is being maintained by taking measures, including habitat creation, to safeguard populations. Features in road construction and maintenance that reduce possible impacts such as spray and run-off are intended to prevent direct impact or habitat change to populations near roads. EA and NE are working together to ensure that all parts of the site have appropriate water levels, through measures such as the production of water level management plans and regular monitoring of water quality.

PART B: ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS **What potential hazards are likely to affect the interest features?**		
Potential hazard*	**Potential exposure to hazard and mechanism of effect/impact if known**	**Existing or additional possible mitigation to remove/reduce the hazard**
1. Pollution of watercourse Kennet & Lambourn Floodplain SAC and River Avon SAC	Replacement of ironworks, construction of segregated cycle facilities, provision of secure locking facilities and provision of adequate parking space (where this necessitates enlarging existing car park areas or creating new) are physical construction works where there could be a risk of fuel spillage from plant and machinery, or where silt from excavated soils could reach the watercourse via run off in wet weather or during flood events.	A robust Construction Method Statement, for all construction works within the possible zone of influence, agreed with the council's Ecologist, to address bunded storage of all fuels and other potentially pollutant substances and the use of Sedimats™ or similar to reduce soil erosion, will remove the likelihood of adverse impact.
2. Changes to water levels Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in changes to water levels.	N/A
3. Recreational Use/Disturbance Bath & Bradford on Avon Bats SAC	Additional lighting may create barriers to bats using foraging and commuting lines around hibernation sites and between hibernation sites and other roosting sites.	Additional lighting for cycle paths etc., created as a result of this strategy must be agreed with Natural England and Wiltshire Council's ecologists.
4. Changes to Habitat Management Kennet & Lambourn Floodplain SAC	No policies or targets within this strategy have the potential to result in changes to habitat management in areas likely to affect Desmoulin's whorl snail.	N/A

* Potential hazards likely to cause adverse impact as identified by the Wiltshire Local Transport Plan 2011 – 2026 Habitat Regulations Assessment Screening, Environ, October 2010

PART C: CONCLUSION

Is the potential scale or magnitude of any effect likely to be significant?

a) Alone? No

(explain conclusion e.g. in relation to de minimus criteria)

Construction works resulting from this strategy are likely to be very small scale. A robust construction method statement will address prevention of pollution. Lighting plans can be designed to minimise impacts on bats.

b) In combination with other plans or projects? No

There is no mechanism for actions resulting from this strategy to add to any cumulative effect on the River Avon SAC, the Kennet & Avon Floodplain SAC or the Bath & Bradford on Avon Bats SAC in combination with other plans and projects.

Conclusion: Is the proposal likely to have a significant effect on a European Site? (Include justification)

No.

Mitigation can be designed to address run off and pollution. Lighting plans will need to be agreed by NE and Wiltshire Council ecologists.

Recommendations:

Wiltshire Council's ecologists should be consulted at an early stage where works are proposed within the possible zone of impact to the River Avon or its tributaries, component sites of the Bath & Bradford on Avon Bats SAC or the Kennet & Lambourn Floodplain SAC.

Name of Officer(s) making the assessment	Fiona Elphick Principal Ecologist, Wiltshire Council
Date	22nd February 2013

Smarter Choices Strategy

ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS ON A EUROPEAN SITE

This is a record of the judgement by Wiltshire Council, required under Regulation 61 of the Habitats Regulations 2010 as to the "likely significant effect", if any, of implementation of a strategic plan within the LTP3, on one or more European protected sites.

PART A: THE PROPOSAL

Name of Strategy

Smarter Choices Strategy

Policies within Strategy

Policy 1: To continue to use the planning system to develop, monitor and enforce mandatory travel plans.

Policy 2: To continue to secure Travel Plans for all new developments meeting or exceeding Transport Assessment thresholds as outlined in '*Development Related Travel Plans in Wiltshire.'* (www.wiltshire.gov.uk/spd-2.pdf)

Policy 3: To employ the use of a travel plan monitoring system, such as iTRACE, to enable more detailed and accurate monitoring to take place.

Policy 4: To improve the quality of both mandatory and voluntary travel plans through advice and networking groups for employers and other organisations.

Policy 5: To develop online travel planning advice and guidance for employers in Wiltshire.

Policy 6: To develop and ensure delivery of workplace Travel Plans at Wiltshire Council operated sites.

Policy 7: To provide ongoing support to help schools to implement, monitor and review their travel plans using measures such as:

- Walking buses
- Park and Stride initiatives
- Public transport improvements and promotion
- Car Sharing
- Promoting annual events such as Walk to School Week and Bike Week.
- Cycle Training.

Policy 8: To encourage the development of RTPs at all appropriate residential development sites throughout Wiltshire.

Policy 9: Where appropriate opportunities are identified, PTP projects will be considered, particularly when funded by developers for new housing developments as part of Residential Travel Plans.

Policy 10: To develop Station Travel Plan at all railway stations in Wiltshire.

Policy 11: In line with the council's Car Parking Strategy, increased parking provision will only be considered at railway stations if it is considered as part of Station Travel Plan.

Policy 12: To continue to promote sustainable transport options through the provision of advice and information which may include:

- A Wiltshire Council 'one-stop-shop' website for travel information to include links to public transport information, car sharing websites, journey planners etc.
- Joint campaigns with business communities encouraging Travel Plans
- Advertising through local media including press releases
- Use of social media to promote smarter choices initiatives
- Publication and distribution of cycle and walking maps in key towns
- Promotional events such as road shows
- Increased co-ordination with Leisure Services and the NHS health improvement programmes to promote walking and cycling
- Road safety initiatives to encourage more people to walk and cycle.

Policy 13: The council will work together with partnership organisations, including local health authorities, sports partnerships, community transport providers and local interest and voluntary groups to encourage and promote sustainable travel options

whenever possible. This may include initiatives such as organised walks and cycle rides, bike buddy schemes and walking for health groups.

Policy 14: Wiltshire Council will support and encourage measures such as adult cycle training to help increase the number of people cycling.

Policy 15: We will continue to promote public transport in the following ways:

- By providing easily available and understandable public transport information in a variety of formats.
- Reviewing Wiltshire's Bus Information Strategy (2003) taking into account changing user requirements. For example, the growth in electronic communications, and improving the effectiveness of present methods of information provision.

By encouraging operators to take a more positive approach to marketing their services through measures such as introducing smartcards and developing new pricing and ticketing strategies.

Policy 16: Wiltshire Council will promote cycling and walking through a variety of smarter choices measures including:

- Ensuring cycling and walking measures are part of school, residential and workplace travel plans
- Promote cycling and walking in the council's own travel plan
- Provide easily accessible information for cyclists and pedestrians, such as maps, to plan their journeys
- Evaluate emerging evidence on new initiatives such as electric bike hire and bike hire schemes and seek to implement such schemes where appropriate.

Policy 17: To continue to maintain the www.carsharewiltshire.com scheme through securing travel plans which include measures to encourage car sharing e.g. dedicated car share spaces and guaranteed lifts home.

Policy 18: To seek opportunities to market and expand Wilshire's car share scheme.

Policy 19: To explore new and innovative ways to bring potential car sharers together, such as more informal car sharing arrangements.

Policy 20: To support and promote car club developments where appropriate opportunities arise.

Policy 21: To expand car clubs to meet demand, particularly where Section 106 funding is available to support this.

Policy 22: To support existing car clubs in town centre residential developments with the provision of car parking space.

Policy 23: Wiltshire Council will work to promote smarter driving amongst council staff and provide information and advice to other groups and organisations on request.

Policy 24: Encourage the use of low carbon vehicles amongst the Wiltshire Council fleet.

Policy 25: To support the provision of charge-points through the planning system and specifically:

- Charge-points will be encouraged in new residential developments.
- Require the provision of 16 amp charge-points (or any future standardised charge-point) in new supermarkets, large retail areas and key employment destinations. The scale of provision should be based on likely demand and this will be kept under review.

Policy 26: To identify locations such as town centre car parks, Park & Ride sites or key destinations where the council could provide top-up charge points.

Policy 27: To encourage the development of smarter working practices amongst employers and other groups and organisations across Wiltshire.

Policy 28: To monitor the impacts of home shopping and review our policies in the light of new evidence.

Policy 29: Smarter choices measures should complement and support the delivery of transport infrastructure and services in Wiltshire as this will enhance the benefits from these types of improvements.

European Sites that could be affected by the proposals

Bath & Bradford on Avon Bats SAC

- Component SSSIs -
  - Coombe Down and Bathampton Mines
  - Brown's Folly
  - Winsley Mines
  - Box Mine

Kennet & Lambourn Floodplain SAC

- Component SSSIs
  - Thatcham Reed Beds
  - Kennet & Lambourn Floodplain
  - Boxford Water Meadows
  - Chilton Foliat Meadows

River Avon SAC

- Component SSSIs -
  - River Till
  - River Avon System
  - Porton Meadows
  - Lower Woodford Water Meadows
  - Jones' Mill

List of European Site interest features	**Bath & Bradford on Avon Bats SAC** Greater Horseshoe Bat Bechstein's Bat **Kennet & Lambourn Floodplain SAC** Desmoulin's whorlsnail **River Avon SAC** Bullhead. Atlantic salmon. Brook lamprey. Sea lamprey. Desmoulin`s whorl snail. Rivers with floating vegetation often dominated by water-crowfoot. Calcium-rich springwater-fed fens. White-clawed (or Atlantic stream) crayfish. Otter. Alder woodland on floodplains.
Key ecological features that support European Site integrity	**The River Avon SAC** The River Avon system is considered to be one of the most biodiverse in lowland Britain, with exceptionally rich flora, fish and invertebrate fauna. There is concern that the cumulative impacts of increasingly intensive land use are causing problems of reduced water quality and flow which, especially where combined with insensitive engineering and/or management are significantly affecting the ecology. External factors such as deep sea salmon fishing and water resource on a regional basis are impacting on the ecology. At present the most directly influential factor on the Upper Avon is salmonid fishery management (including bank stabilisation, fish stocking, control of predators/competitors, weed cutting and bank vegetation cutting). On the lower Avon, management is more directed to land drainage, through manipulation of water flows and weed cutting, although fishery management is carried out. The operation of hatches, sluices etc have a significant influence throughout the system. **The Bath & Bradford on Avon Bats SAC** The disused stone mines are of key importance to greater horseshoe bats because of a combination of temperature and humidity conditions, suitable access for the bats, lack of pollution and infilling, and freedom from significant disturbance. In order to maintain these conditions, efforts are being made to fit grilles over the most vulnerable mine entrances. Foraging areas around hibernation sites and habitat connectivity between hibernation and other roost sites is key to maintaining the conservation status of bat populations that use the site for hibernation. Impacts from road lighting strategies and recreational disturbance of sites may be limiting factors to the integrity of the SAC.

	The Kennet & Lambourn Floodplain SAC Desmoulin's whorl snail is critically dependent on an adequate supply of high quality water. Integrity of the population is being maintained by taking measures, including habitat creation, to safeguard populations. Features in road construction and maintenance that reduce possible impacts such as spray and run-off are intended to prevent direct impact or habitat change to populations near roads. EA and NE are working together to ensure that all parts of the site have appropriate water levels, through measures such as the production of water level management plans and regular monitoring of water quality.

PART B: ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

What potential hazards are likely to affect the interest features?

Potential hazard*	**Potential exposure to hazard and mechanism of effect/impact if known**	**Existing or additional possible mitigation to remove/reduce the hazard**
1. Pollution of watercourse Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in pollution of the watercourse.	N/A
2. Changes to water levels Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in changes to water levels.	N/A
3. Recreational Use/Disturbance Bath & Bradford on Avon Bats SAC	No policies or targets within this strategy have the potential to result in disturbance.	N/A
4. Changes to Habitat Management Kennet & Lambourn Floodplain SAC	No policies or targets within this strategy have the potential to result in changes to habitat management in areas likely to affect Desmoulin's whorl snail.	N/A

* Potential hazards likely to cause adverse impact as identified by the Wiltshire Local Transport Plan 2011 – 2026 Habitat Regulations Assessment Screening, Environ, October 2010

PART C: CONCLUSION

Is the potential scale or magnitude of any effect likely to be significant?

a) Alone? No

(explain conclusion e.g. in relation to de minimus criteria)

No policies or targets within this strategy have the direct potential to result in adverse impacts to the designated features of the N2K sites considered.

b) In combination with other plans or projects? No

No policies or targets within this strategy have the direct potential to result in adverse impacts to the designated features of the N2K sites considered, therefore there can be no cumulative impacts.

Conclusion: Is the proposal likely to have a significant effect on a European Site? (Include justification)

No.

Recommendations: N/A

Name of Officer(s) making the assessment	Fiona Elphick, Principal Ecologist, Wiltshire Council
Date	22nd February 2013

Countryside Access Improvement Plan

ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS ON A EUROPEAN SITE

This is a record of the judgement by Wiltshire Council, required under Regulation 61 of the Habitats Regulations 2010 as to the "likely significant effect", if any, of implementation of a strategic plan within the LTP3, on one or more European protected sites.

PART A: THE PROPOSAL

Name of Strategy

Countryside Access Improvement Plan

Policies within Strategy - as a sub-strategy document which helps deliver the objectives of LTP3, the most relevant strategic objectives of LTP3 have been taken as the objectives for CAIP :

SO1 – To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
SO2 – To provide, support and/or promote a choice of sustainable travel alternatives including walking, cycling, bus and rail.
SO5 – To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
SO6 – To make the best use of the existing infrastructure through effective design, management and maintenance.
SO8 – To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
SO12 – To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
SO13 – To reduce the need to travel, particularly by private car.
SO14 – To promote travel modes that are beneficial to health.
SO15 – To reduce barriers to transport and access for people with disabilities and mobility impairment.
SO17 – To improve sustainable access to Wiltshire's countryside and provide a more useable Public Rights of Way network
SO18 – To enhance the journey experience of transport users.

To help deliver these objectives, the following policies have been developed within six key areas of opportunity:

Opportunity 1 – promote greater use of the Countryside Access Network (CAN) for a variety of purposes.

1-1 Improve signposts and waymarking
1-2 Promote the physical and mental health benefits of using the CAN for walking, cycling and horse riding
1-3 Promote and improve the CAN for utility journeys
1-4 Promote and improve the CAN for leisure and tourism purposes
1-5 Promote the CAN for those with mobility impairments, parents with buggies etc.
1-6 Promote the work undertaken by the Rights of Way and Countryside Service
1-7 Promote the use of country parks
1-8 Promote responsible use of the CAN

Opportunity 2 – create a more coherent network.

2-1 Create and promote new access where there is strong demand
2-2 Create and promote circular route opportunities
2-3 Reduce the extent to which continuity of routes is interrupted by busy roads
2-4 Improve "gateway" sites
2-5 Improve conditions on the network for those with mobility impairments
2-6 Improve access to network through new parking or public transport opportunities
2-7 Improve the surfacing in problem locations
2-8 Support the restoration of canals in the county

Opportunity 3 – increase the efficiency and effectiveness of the management of the network for the benefit of users and landowners

3-1 Use technology to improve effectiveness of service
3-2 Review policies and procedures to make sure they are "fit for purpose"
3-3 Protect the rights of the public
3-4 Recognise local materials structures and character
3-5 Use partnerships and legal powers to minimise irresponsible use of rights of way and the need for Traffic Regulation Orders
3-6 Proactively survey the condition of the Rights of Way network
3-7 Review policies and procedures as required
3-8 Secure an appropriate annual budget for maintenance, legal work and CAIP schemes
3-9 Protect and enhance the natural environment when managing the CAN

Opportunity 4 – priorities legal changes to the definitive map which resolve practical problems on the ground

4-1 Maintain and update the Definitive Map and Statement

Opportunity 5 – new developments should retain or create good links in the CAN.

5-1 Secure funds for improvements to the CAN from planning applications
5-2 Consider new access possibilities on Wiltshire Council Land

Opportunity 6 – increase involvement of external organisations and volunteers to allow more local desires to be met

6-1 Maintain existing and develop new partnerships to help reflect local priorities, deliver projects and attract other sources of funding
6-2 Encourage community and volunteer input into the management and enhancement of the network
6-3 Assist local communities to undertake improvements they feel are important through Paths Improvement Grant Scheme (PIGS) and other methods.
6-4 Create strong links with other policy areas

European Sites that could be affected by the proposals

Bath & Bradford on Avon Bats SAC

- Component SSSIs -
    - Coombe Down and Bathampton Mines
    - Brown's Folly
    - Winsley Mines
    - Box Mine

Kennet & Lambourn Floodplain SAC

- Component SSSIs
    - Thatcham Reed Beds
    - Kennet & Lambourn Floodplain
    - Boxford Water Meadows
    - Chilton Foliat Meadows

River Avon SAC

- Component SSSIs -
    - River Till
    - River Avon System
    - Porton Meadows
    - Lower Woodford Water Meadows
    - Jones' Mill

List of European Site interest features	**Bath & Bradford on Avon Bats SAC** Greater Horseshoe Bat Bechstein's Bat **Kennet & Lambourn Floodplain SAC** Desmoulin's whorlsnail **River Avon SAC** Bullhead. Atlantic salmon. Brook lamprey. Sea lamprey. Desmoulin`s whorl snail. Rivers with floating vegetation often dominated by water-crowfoot. Calcium-rich springwater-fed fens. White-clawed (or Atlantic stream) crayfish. Otter. Alder woodland on floodplains.
Key ecological features that support European Site integrity	**The River Avon SAC** The River Avon system is considered to be one of the most biodiverse in lowland Britain, with exceptionally rich flora, fish and invertebrate fauna. There is concern that the cumulative impacts of increasingly intensive land use are causing problems of reduced water quality and flow which, especially where combined with insensitive engineering and/or management are significantly affecting the ecology. External factors such as deep sea salmon fishing and water resource on a regional basis are impacting on the ecology. At present the most directly influential factor on the Upper Avon is salmonid fishery management (including bank stabilisation, fish stocking, control of predators/competitors, weed cutting and bank vegetation cutting). On the lower Avon, management is more directed to land drainage, through manipulation of water flows and weed cutting, although fishery management is carried out. The operation of hatches, sluices etc have a significant influence throughout the system. **The Bath & Bradford on Avon Bats SAC** The disused stone mines are of key importance to greater horseshoe bats because of a combination of temperature and humidity conditions, suitable access for the bats, lack of pollution and infilling, and freedom from significant disturbance. In order to maintain these conditions, efforts are being made to fit grilles over the most vulnerable mine entrances. Foraging areas around hibernation sites and habitat connectivity between hibernation and other roost sites is key to maintaining the conservation status of bat populations that use the site for hibernation. Impacts from road lighting strategies and recreational disturbance of sites may be limiting factors to the integrity of the SAC. **The Kennet & Lambourn Floodplain SAC** Desmoulin's whorl snail is critically dependent on an adequate supply of high quality water. Integrity of the population is being maintained by taking measures, including habitat creation, to safeguard populations. Features in road construction and maintenance that reduce possible impacts such as spray and run-off are intended to prevent direct impact or habitat change to populations near roads. EA and NE are working together to ensure that all parts of the site have appropriate water levels, through measures such as the production of water level management plans and regular monitoring of water quality.

PART B: ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS **What potential hazards are likely to affect the interest features?**		
Potential hazard*	**Potential exposure to hazard and mechanism of effect/impact if known**	**Existing or additional possible mitigation to remove/reduce the hazard**
1. Pollution of watercourse Kennet & Lambourn Floodplain SAC and River Avon SAC	Resurfacing, repair or upgrading of the surface of existing RoW are physical construction works where there could be a risk of fuel spillage from plant and machinery, or where silt from excavated soils could reach the watercourse via run off in wet weather or during flood events. Reuse of road planings for resurfacing of paths may also have the potential to introduce pollution by leaching indirectly to watercourses over time.	A robust Construction Method Statement, for all construction works within the possible zone of influence, agreed with the council's Ecologist, to address bunded storage of all fuels and other potentially pollutant substances and the use of Sedimats™ or similar to reduce soil erosion, will remove the likelihood of adverse impact. Wherever appropriate, surfacing materials should be of local provenance and match the existing geology of the location. Consult with Natural England on the use of road planings for resurfacing RoW within the zone of potential impact.
2. Changes to water levels Kennet & Lambourn Floodplain SAC and River Avon SAC	No policies or targets within this strategy have the potential to result in changes to water levels.	N/A
3. Recreational Use/Disturbance Bath & Bradford on Avon Bats SAC	Additional lighting of new or existing RoW or footways, even in urban areas, may create barriers to bats using foraging and commuting lines around hibernation sites and between hibernation sites and other roosting sites.	Additional lighting for Row or footways etc., created as a result of this strategy must be agreed with Natural England and Wiltshire Council's ecologists.
4. Changes to Habitat Management Kennet & Lambourn Floodplain SAC and River Avon SAC	Upgrading or greatly increased use of RoW close to the river and associated areas of wet grassland may result in changes to habitat management in localised areas likely to affect Desmoulin's whorl snail.	Following a definitive map modification order any works in connection with the resulting upgrade of an existing or creation of new RoW within the zone of impact will be agreed with Natural England and Wiltshire Council's ecologists.

* Potential hazards likely to cause adverse impact as identified by the Wiltshire Local Transport Plan 2011 – 2026 Habitat Regulations Assessment Screening, Environ, October 2010

PART C: CONCLUSION **Is the potential scale or magnitude of any effect likely to be significant?**
a) Alone? No (explain conclusion e.g. in relation to de minimus criteria) Construction works resulting from this strategy are likely to be very small scale. A robust construction method statement will address prevention of pollution, together with consultation with Natural England and Wiltshire Council's ecologists on the suitability of materials used for resurfacing or upgrading RoW.

Lighting plans can be designed to minimise impacts on bats.
b) In combination with other plans or projects? No There is no mechanism for actions resulting from this strategy to add to any cumulative effect on the River Avon SAC, the Kennet & Avon Floodplain SAC or the Bath & Bradford on Avon Bats SAC in combination with other plans and projects.
Conclusion: Is the proposal likely to have a significant effect on a European Site? (Include justification) **No.** Mitigation can be designed to address run off and pollution. Lighting plans will need to be agreed by NE and Wiltshire Council ecologists. **Recommendations:** Wiltshire Council's ecologists should be consulted at an early stage where works are proposed within the possible zone of impact to the River Avon or its tributaries, component sites of the Bath & Bradford on Avon Bats SAC or the Kennet & Lambourn Floodplain SAC.

Name of Officer(s) making the assessment	Fiona Elphick Principal Ecologist, Wiltshire Council
Date	22nd May 2013

Ref: D201312. LW January 2014

This document was published by Wiltshire Council Sustainable Transport Group.
You can contact us in the following ways:

By telephone
01225 713458

By post
Sustainable Transport Group, Neighbourhood and Planning Department,
County Hall, Trowbridge, Wiltshire BA14 8JD

By email
transportplanning@wiltshire.gov.uk

Electronic version available at
http://www.wiltshire.gov.uk/transportpoliciesandstrategies/localtransportplan3.htm