

LTS Objectives	SEA Objectives										Comments on compatibility	Mitigation / Recommendations
	1	2	3	4	5	6	7	8	9	10		
Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport.	-	✓	-	-	✓	✓	✓	-	-	-	Through improving personal safety and security a modal shift to more sustainable modes of transport will be encouraged.	Consider re-wording to <i>“Address real and perceived issues relating to safety and personal security, particularly where they are a barrier to walking, cycling and public transport.”</i>
Policy Integration: Identify policy overlap across Council services, and with other public bodies (e.g. NHS), maximise benefits and minimise contradiction.	-	✓	-	-	-	-	-	-	-	-	Clarifying areas of policy overlap could streamline the implementation of service and infrastructure improvements. Where this is the case, it will benefit local populations.	Consider re-wording to <i>“Identify and clarify areas of policy overlap across Council and public body services (e.g. NHS) to minimise contradiction, maximise benefits and streamline policy implementation.”</i>
Investment Integration: Identify benefits and opportunities of combined transport procurement for all Council services.	-	-	-	-	-	-	✓	-	-	-	Vision will result in benefits to the material asset value.	No mitigation proposed

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Traffic reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between urban and rural areas.	-	✓	-	-	✓	✓	✓	-	-	✓	Traffic reductions will help to contribute towards improvements to air quality and climate change whilst also reducing noise emissions.	Recommended that the vision is re-worded “ <i>where appropriate consider targets for reducing traffic and associated congestion</i> ”. Objective should also include the provision of public transport to further encourage a modal shift.

SIGNIFICANCE ASSESSMENT

LTS Vision	SEA Objectives										Comments and overall assessment (including information on short, medium, long term, permanent, temporary; secondary, cumulative, synergistic effects) and proposed changes to the strategy
	1	2	3	4	5	6	7	8	9	10	
Through its Local Transport Strategy, the Highland Council seeks to enable and facilitate development and economic growth; support, include and empower communities, and create and sustainable environments in which people can live, work and travel.	+	++	?	?	+	+	+	?	+	?	Promoting the development of sustainable environment in which people can live will likely result in benefits to air quality, climate change, landscape and biodiversity through a modal shift to sustainable forms of transport which will also lead to a significant benefit to population and human health. It is likely that these improvements will be experienced in the long-term with significant cumulative benefits being created if continued sustainable development takes place across the Highlands region.

LTS Objectives	SEA Objectives										Comments and overall assessment (including information on short, medium, long term, permanent, temporary; secondary, cumulative, synergistic effects) and proposed changes to the strategy
	1	2	3	4	5	6	7	8	9	10	
<p>Economy: Provide a transport network to enable sustainable economic growth, noting the very different conditions between urban and rural locations.</p> <ul style="list-style-type: none"> Tackle congestion at key points to provide a more efficient transport system. For larger urban areas, providing for and creating the conditions to encourage a shift to more sustainable modes; and discourage the dependence on private car for travel. For rural and remote areas, facilitating transport / travel to enable economic involvement. 	?	+	?	?	++	++	+	?	+	?	<p>The tackling of congestion and the continued promotion of sustainable transport modes will help to encourage a modal shift away from private transport resulting in long-term benefits to air quality, climate change, noise and population and human health. The implementation of this objective across the Highlands will see cumulative benefits in the above areas.</p> <p>Recommended that an emphasis is placed upon the provision of public transport in the wording of the objective to further highlight the need for a modal shift away from private vehicles.</p>

LTS Objectives	SEA Objectives										Comments and overall assessment (including information on short, medium, long term, permanent, temporary; secondary, cumulative, synergistic effects) and proposed changes to the strategy
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<p>Social Inclusion: Facilitate travel to enable economic / social involvement and improve access / travel choices to essential services for those without access to a private car.</p> <ul style="list-style-type: none"> • Improve and maintain road conditions (maintenance) particularly for routes which are lifeline connections. • Improve / maintain connections to islands (within Highland Council Area). • Improve accessibility in larger / growing urban areas for non car modes, particularly in areas of social deprivation. • Promote the conditions through new design / implement changes to existing residential areas which enable efficient public transport. 	?	++	?	?	+	+	+	?	+	?	<p>Improvements to social inclusion will result in long-term benefits to population and human health, and any improvements to accessibility through non car modes will aide in improving air quality.</p> <p>Improving connections to the islands will result in benefits to population and human health, however depending upon the methods used there may be associated adverse impacts to air quality, noise and climate change (in respect to air travel), water and biodiversity (with respect to ferry travel). It is recommended that this section of the vision be re-worded to reflect the modes of transport to be used to increase connectivity to enable an accurate environmental assessment of the objective to be carried out.</p>

LTS Objectives	SEA Objectives										Comments and overall assessment (including information on short, medium, long term, permanent, temporary; secondary, cumulative, synergistic effects) and proposed changes to the strategy
	1	2	3	4	5	6	7	8	9	10	
<p>Environment: manage / reduce the impacts of transport on the natural and built environment.</p> <ul style="list-style-type: none"> Reduce visual impact of new roads / road improvements particularly in open / rural areas. Improve the quality of the built environment through best practice design in new transport schemes. As a minimum maintain air quality within National Air Quality Strategy (NAQS) national standards for transport related pollution. Safeguard the natural and built environment by minimising the impact of transport. 	?	+	?	?	+	+	+	?	+	?	<p>This vision does lead to some benefits to the environment in the long-term however it is recommended that the sub-objectives be altered and integrated with the objectives set out within the SEA for the 10 identified SEA Environmental topics.</p>
<p>Health: Increase levels of cycling and walking to promote health improvement and modal shift.</p> <ul style="list-style-type: none"> Promote the development of walkable neighbourhoods, through the promotion of travel awareness and the appropriate location and internal design of new and existing developments. Promote higher levels of cycling through travel awareness and the provision and maintenance of appropriate infrastructure. 	?	++	?	?	+	+	+	?	+	+	<p>Long term benefits will be seen to human health and population which will have associated benefits to air quality, climate change and noise through a modal shift away from private vehicles. However the objective should be re-worded to focus upon the development of brownfield sites which will then help to bring about associated benefits to the soil of the area. Through the appropriate location and design of the areas maximum benefits can be achieved to the landscape and visual amenity of the surrounding areas.</p>

LTS Objectives	SEA Objectives										Comments and overall assessment (including information on short, medium, long term, permanent, temporary; secondary, cumulative, synergistic effects) and proposed changes to the strategy	
	1	2	3	4	5	6	7	8	9	10		
Road Safety: Improve road safety addressing locations where road accidents are above average levels.	?	++	?	?	?	?	?	?	?	?	?	The improvement of road safety will result in significant long-term benefits to population and human health; if improvements are seen across the network then a wider cumulative beneficial impact across the Highlands will be seen.
Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport.	?	++	?	?	+	+	+	?	?	?	?	Likely that a long-term modal shift away from private vehicles will be seen which will result in cumulative benefits to air quality, climate change and noise in the long-term.
Policy Integration: Identify policy overlap across Council services, and with other public bodies (e.g. NHS), maximise benefits and minimise contradiction.	?	+	?	?	?	?	?	?	?	?	?	Where common priorities are identified long-term benefits can be provided by combining resources to ensure a more efficient public transport provision and therefore reducing the reliance upon the private vehicle trips. Initially this objective will benefit the local population through identifying priorities, in the long-term more environmental benefits may be identified if a modal shift is achieved.
Investment Integration: Identify benefits and opportunities of combined transport procurement for all Council services.	?	?	?	?	?	?	+	?	?	?	?	Benefits to population and human health will be seen however, it is recommended that the objective is re-worded to specify that procurement should be obtained from local suppliers which will further benefit the local economy and its associated population.

LTS Objectives	SEA Objectives										Comments and overall assessment (including information on short, medium, long term, permanent, temporary; secondary, cumulative, synergistic effects) and proposed changes to the strategy
	1	2	3	4	5	6	7	8	9	10	
Traffic reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between urban and rural areas.	?	+	?	?	+	+	+	?	?	+	Long-term benefits will be seen through making traffic flows more efficient and thus reducing impacts upon local air quality and contributing towards reducing greenhouse gas emissions. Long-term benefits will be achieved however it is recommended that the objective is re-worded to include an associated increase in public transport provision to encourage a further modal shift.

Appendix D

Appraisal Tables – Core Policies

Guide to assessment criteria used in detailed assessment matrices

The assessment of significant effects of the Highland Local Transport Strategy has explored the likely effects of the Core Policies on each of the SEA objectives. Effects have been investigated in terms of

Duration: The duration of potential effects are presented in terms of timescale over which they are anticipated

- Short term (ST) – effects expected in the next 1-5 years
- Medium term (MT) – effects expected in the next 6-20 years
- Long term (LT) - effects expected in the next 20+ years

Permanence and reversibility:

- Permanent (P) – a permanent effect is one which results from a physical change that is anticipated to last beyond the life of Strategy
- Temporary (T) – a temporary effect which results from an operation change or a short term construction related impact

Spatial Scale

- Local - effect is restricted to a specific location
- Regional – Effect is anticipated to cover a significant proportion of the Highlands
- National – Effect covers the whole of Scotland and the UK

Significance Assessment

++	Major Positive	The policy would significantly benefit the SEA objective by resolving an existing environmental issue and/or maximising opportunities for environmental enhancement
+	Minor Positive	The policy would be partially beneficial to the SEA objective by contributing to resolving an existing environmental issue and/or offering opportunity for some environmental enhancement
N	Neutral	The policy would not significantly affect the SEA objective
?	Uncertain	There is insufficient detail available on the policy in order to assess how significantly the SEA objective would be affected by the option
-	Minor Negative	The policy would partly undermine the SEA objective by contributing to an environmental problem and/or partially undermine opportunities for environmental enhancement
--	Major Negative	The policy would severely undermine the SEA objective by creating an environmental problem and/or undermine opportunities for environmental enhancement

Table D1: Significance Assessment

The spatial scale on which the impacts occur have been assessed against the identified magnitude of the impact following mitigation producing the residual effect. These effects are set out in Table D2.

		Spatial Scale			
		International	National	Regional	Local
Magnitude	Major negative	Major Adverse	Moderate Adverse	Minor Adverse	Minor Adverse
	Moderate negative	Moderate Adverse	Moderate Adverse	Minor Adverse	Negligible
	Minor negative	Minor Adverse	Minor Adverse	No Significant Effect	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible
	Minor positive	Minor Beneficial	Minor Beneficial	Negligible	Negligible
	Moderate positive	Moderate Beneficial	Moderate beneficial	Minor Beneficial	Negligible
	Major positive	Major Beneficial	Moderate Beneficial	Minor Beneficial	Minor Beneficial

Table D2: Matrix of impact magnitude vs. spatial scale

Policy Heading	CP1: Development Management Contribution to Transport													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
All developments should make an appropriate contribution towards transport infrastructure and/or services related to the development.	?	?	?	?	?	?	+	?	?	?	T	ST	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
Improvements to the transport network shall be sought in accordance with government guidance, the Structure Plan, the various Local Plans, Development Briefs, and as established through Transport Assessment.	?	?	?	?	?	?	+	?	?	?	T	ST	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. Methods for environmental enhancement can be established through the transport appraisal process. The cumulative impact of this policy will be minor positive.
The Council will require to agree the scope of transport improvements with the applicant prior to determination of applications.	?	?	?	?	?	?	?	?	?	?	?	?	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
In the first instance the Council will consider whether necessary improvements can be achieved through the use of conditions attached to the grant of planning permission.	?	?	?	?	?	?	+	?	?	?	T	ST	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
Contributions shall be used to provide improvements to public transport, the road network, traffic management, pedestrian and cycle facilities, accessibility infrastructure or any other such improvements required as a result of development.	?	?	?	?	?	?	+	?	?	?	?	LT	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
Individual development sites have differing transport requirements and it is therefore necessary to assess whether a contribution is required on a site-by-site basis.	?	?	?	?	?	?	+	?	?	?	T	ST	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
Developers should take into account the likely requirement for a contribution when preparing and costing proposals.	?	?	?	?	?	?	?	?	?	?	?	?	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
Where a development proposal requires a Transport Assessment, or is subject to a masterplanning exercise, this should provide a basis for addressing transport impacts and be used to inform the type and level of contribution required.	?	?	?	?	?	?	+	?	?	?	T	ST	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. Methods for environmental enhancement can be established through the transport appraisal process. The cumulative impact of this policy will be minor positive.
Synergistic Impacts	The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the material asset the policy delivers.													
Recommendations/ Mitigation	Environmental assessment should be undertaken on a scheme-by-scheme basis to determine the specific impacts of each proposal and recommend appropriate mitigation measures. The scope and detail of any assessment should directly relate to the scale of the development proposal. The significance of impacts to many environment topics will vary according to requirements for development under individual planning applications. Impacts relating to biodiversity, soil													

	<p>quality, water quality and cultural heritage sites can be expected where land-take is required for new transport infrastructure to support new development, particularly for greenfield sites. Impacts to air quality, climate factors and population and human health relating to road safety can be expected where new development alters existing traffic flows and / or congestion problems. These will need to be assessed through subsequent EIAs where appropriate.</p>
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Policy Heading	CP2: Part 1 road Improvement Scheme													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
The Council will seek to improve the operational quality of the road network for which it is responsible.	?	?	?	?	?	?	+	?	?	?	T	MT	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
The Council will look to develop schemes which meet the objectives it has set out.	?	?	?	?	?	?	?	?	?	?	?	?	?	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown as the specific objectives referred to here are unclear. Setting or referring to specific environmental objectives (such as those set out in this SEA) would result in significant benefits to the environment.
The Council will seek to make improvements through its own capital budget allocation, through developer contributions (S75) and through any other funding opportunities which come forward during the LTS.	?	?	?	?	?	?	+	?	?	?	T	MT	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
Schemes developed are likely to tackle congestion, address road safety problems and reduce the impacts of traffic on local communities and the environment.	?	+	?	?	+	+	+	?	?	+	P	LT	L	This assessment assumes that this statement seeks to prioritise development schemes which meet the listed objectives. Reducing congestion would lead to improvements in local air quality, reduced greenhouse gas emissions and reduced noise emissions. Associated benefits would also extend to population and human health, particularly where road safety issues are addressed. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.
New scheme development will usually have some overlap with work proposed to benefit pedestrian/cycle and public transport networks.	?	+	?	?	?	?	?	?	?	?	?	?	L	The policy wording is confusing and does not recommend a specific action. Consider re-wording to clarify whether the Council will prioritise development schemes which meet the listed objectives. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
The Council will support and jointly lobby for improvements for the strategic and regional trunk road network with its regional partners.	?	?	?	?	?	?	+	?	?	?	P	LT	L	This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown. The cumulative impact of this policy will be minor positive.

<p>Trunk Road priorities are the A82, A9, A96 and the proposed Inverness Link Road.</p>	-	?	-	-	?	?	+	-	?	?	P	LT	R	<p>This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown; these will depend on the specific interventions or route alignments proposed.</p> <p>It is likely that new route options will require land-take for the provision of transport infrastructure. This will likely have adverse impacts on biodiversity, soil quality, water quality and cultural heritage sites. The extent of impacts and appropriate mitigations measures should be identified through the transport appraisal process.</p> <p>The cumulative impact of this policy will be minor negative.</p>
<p>Provision for road improvements will be considered in all planning applications and new developments through the Transport Assessment process, assessing the impact of the development on the existing transport infrastructure.</p>	?	?	?	?	?	?	+	?	?	?	T	LT	L	<p>This action will likely result in benefits to the material asset value. Impacts to remaining environmental themes are currently unknown; these will depend on the specific requirements identified for each planning application. The extent of impacts and appropriate mitigations measures should be identified through the transport appraisal process.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to improve the operational quality of the existing road network. Implementing measures to address congestion issues, in particular, would lead to improvements in local air quality, reduced greenhouse gas emissions and reduced noise emissions. Associated benefits would also extend to population and human health, particularly where road safety issues are addressed. At the same time, it is likely that new route options will require land-take, particularly for the provision of new trunk roads. This will likely have adverse impacts on biodiversity, soil quality, water quality and cultural heritage sites.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment that the actions are expected to deliver.</p>													
<p>Recommendations/ Mitigation</p>	<p>Environmental assessment should be undertaken on a scheme-by-scheme basis to determine the specific impacts of each proposal and recommend appropriate mitigation measures, particularly where new roads or significant road alterations are proposed. The scope and detail of any assessment should directly relate to the scale of the development proposal.</p>													

Policy Heading	CP3: Part 2 road Maintenance													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
The Council will maintain the quality of the road network for all roads except trunk roads.	?	+	?	?	?	?	+	?	?	-	T	MT	R	This action will likely result in benefits to the material asset value. Associated benefits will also extend to population and human health where maintenance works improve road safety issues. The scope of maintenance works and improvements required to this effect and, therefore, the related impacts to environmental themes are currently unknown. It is likely that such interventions will be local in nature and include construction works; this could have adverse impacts on noise emissions. It is unclear from this statement why the Council is excluding trunk roads from its maintenance policy. This should be clarified. The cumulative impact of this policy will be minor positive.
A combination of the “fragile area” index, a comprehensive inventory of road infrastructure assets and an assessment of the lifeline Rural Roads will be used to establish priorities for road maintenance expenditure.	?	+	?	?	?	?	+	?	?	-	?	MT	R	This action will likely result in benefits to the material asset value. Associated benefits will also extend to populations affected by transport improvements, particularly in rural areas suffering from access or service deprivation. The scope of maintenance works and improvements required to this effect and, therefore, the related impacts to environmental themes are currently unknown. It is likely that such interventions will be local in nature and include construction works; this could have adverse impacts on noise emissions. The cumulative impact of this policy will be minor positive.
The Council will set minimum standards for routine maintenance on roads and bridges.	?	?	?	?	?	?	?	?	?	?	?	MT	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown
An element of emergency response will be determined on an annual basis.	?	?	?	?	?	?	?	?	?	?	?	MT	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown
Synergistic Impacts	<p>This policy seeks to maintain the quality of the existing road network. In general, the scope of maintenance works and improvements required to this effect and, therefore, the related impacts to environmental themes are currently unknown. It is likely that such interventions will be local in nature and include construction works; this could have adverse impacts on noise emissions. However, the actions proposed will likely result in benefits to the material asset value. Associated benefits will also extend to population and human health where maintenance works address existing road safety and accessibility issues.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
Recommendations/ Mitigation	<p>It is unclear from the policy statement why the Council is excluding trunk roads from its maintenance policy. This should be clarified.</p> <p>Noise related to construction works should be monitored by the Council and work should be carried out in such a way to minimise noise pollution. Where necessary, this may require the Council to restrict working hours or provide other mitigation recommendations under the Control of Pollution Act 1974.</p>													

Policy Heading	CP4: Pedestrian and Cycle Network													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
<p>The Council will provide a good quality network to encourage people to walk and cycle more, and do so confidently, focussing on facilitating trips to work and education.</p>	?	+	?	?	+	+	+	?	?	?	P	LT	R	<p>Improving the quality of and local access to the pedestrian and cycle network will bring positive benefits to population and human health and the value of material assets. Regional increases in active travel for even short trips will help to reduce emissions, maintaining or improving air quality and reducing impacts to climate change. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>The Council will seek to improve pedestrian and cycle facilities where possible through a number of strands of work:</p>														
<ul style="list-style-type: none"> • Safer Routes to School – the Council is committed to supporting schools in delivering School Travel Plans which will be part of a framework for providing Safe Routes to school. 	?	+	?	?	+	+	?	?	?	?	T	ST	L	<p>Safer routes to school and the implementation of school travel plans will encourage the use of sustainable travel modes resulting in benefits to air quality and climate change as well as population and human health. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> • Core paths network access strategy – this will provide access opportunities which reflect the local character and provide clear economic, environmental and social benefits 	?	+	?	?	+	+	+	?	+	+	P	MT	L	<p>Improving the core path network will encourage a modal shift to sustainable transport modes as well as helping to reduce impacts to climate change, air quality and noise emissions. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> • Design requirements/standards for new development – the Council will support active travel by promoting new design guidance and actively promoting training opportunities. 	?	?	?	?	?	?	?	+	+	?	P	ST	L	<p>Through the use of design requirements benefits can be seen through improving the landscape/streetscape/townscape and the associated visual amenity, as well as associated benefits to conservation areas and the setting of historical features.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> • Improvement schemes in town/city centres to include good pedestrian/cycle design. 	?	+	?	?	?	?	?	+	+	?	P	MT	L	<p>Landscape/streetscape/townscape and the associated visual amenity, as well as associated benefits to conservation areas and the setting of historical features will be seen through the implementation of town centre improvement schemes. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>

Policy Heading	CP4: Pedestrian and Cycle Network													
<ul style="list-style-type: none"> Sustrans cycle routes. 	?	+	?	?	+	+	+	?	?	?	P	LT	L	<p>Extensions or improvements to the national cycle network could contribute to a modal shift by promoting active travel modes, particularly for short local trips. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
The Council's Core Path Access Strategy aims to:														
<ul style="list-style-type: none"> Provide access opportunities which reflect the local character and provide clear economic, environmental and social benefits compatible with the themes of the Community Plan. 	?	+	?	?	?	?	+	+	+	?	P	LT	L	<p>Landscape/streetscape/townscape and the associated visual amenity, as well as associated benefits to conservation areas and the setting of historical features will be seen through the provision of access points in keeping with the local character. This policy will also increase the value of material assets, including walking and cycling routes as well as bringing positive benefits to human and population health through the promotion of active travel.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Encourage local communities and access user groups to work with land managers and occupiers in the development of better facilities to support and sustain rural economy. 	?	+	?	?	?	?	+	?	?	?	T	ST	L	<p>This action will see an increase in the material asset value as well as bringing about benefits to population and human health through the provision of better facilities which help to increase connectivity to the rural community. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Develop a comprehensive access network for a wider range of user abilities and interest. 	?	+	?	?	?	?	+	?	?	?	P	LT	L	<p>This action will likely result in benefits to population and human health through increased accessibility and the material asset value. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Remove barriers and build links so that everyone is able to enjoy and explore the Highlands to the best of their ability. 	?	+	?	?	?	?	?	?	?	?	P	LT	L	<p>Increasing accessibility will benefit local populations across the region by promoting active travel and improving facilities and links for less mobile individuals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>With regards to cycle parking facilities, the Council will:</p> <ul style="list-style-type: none"> Look to improve cycle parking provision at key sites as part of its Travel Plan; Continue to develop cycle parking installation programme for schools and further education establishments through Travel Plans and the Safer Routes to School Programme; and With developers promote the installation of short and long stay cycle parking at key trip attractors in each settlement, through travel plans and the development management process. 	?	+	?	?	+	+	?	?	?	?	T	ST	L	<p>The implementation of more cycle parking facilities will help to remove local barriers to cycling and could potentially contribute to a modal shift away from private vehicle use; this could benefit population and human health and lead to improvements in air quality and reduced greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>

Policy Heading	CP4: Pedestrian and Cycle Network													
Active travel masterplans will be undertaken for all main settlements. These will address improvements and future needs for walking and cycling networks and access to public transport.	?	+	?	?	+	+	?	?	?	?	T	MT	L	<p>Masterplan proposals which seek to encourage the use of sustainable forms of transport will promote a modal shift away from private vehicle use; this could benefit population and human health and lead to improvements in air quality and reduced greenhouse gas emissions. Masterplans should also identify other environmental benefits or enhancements which could be delivered in line with sustainable transport proposals. Examples could include identifying sites suitable for habitat creation and / or landscaping along key pedestrian and cycle routes, or opportunities to increase access to local cultural heritage features.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Active Travel design issues will promoted by the Council through training for relevant professionals and policy guidance will be included in the update to Highland's current "Road Guidelines for New Development".	?	+	?	?	?	?	+	?	+	?	T	ST	L	<p>The use of road guidelines will help increase the value of the asset but also ensure that appropriate designs are undertaken which improve the landscape of the study area.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Adherence to design guidelines documents and requirements set out in Active Travel Masterplans will be considered at planning application stage. This guidance will aim to achieve the following:														
<ul style="list-style-type: none"> New developments should incorporate street layout and form which is walkable to services within ½ mile i.e. by providing shorter pedestrian and cycle route where possible. New development should also connect into and enhance existing walking networks. 	+	+	?	?	+	+	+	?	?	?	P	LT	L	<p>This action could result in a reduction in land-take required for equivalent development where higher density is promoted. This would in turn reduce the impact of development on habitat sites and species, particularly for greenfield sites. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions, particularly where walking or cycling replaces vehicle use for shorter trips.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> New development should incorporate street layout and key pedestrian connections to public transport corridors/main routes. 	?	+	?	?	+	+	+	?	?	?	P	LT	L	<p>This action will ensure best use is made of existing public transport networks, enhancing the material assets value. This action could also contribute to a modal shift by promoting public transport. The associated benefits of this would extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Location of major development where they can be more easily accessed by non car modes, i.e. public transport, walking and cycling. 	+	+	?	?	+	+	+	?	+	?	P	LT	R	<p>This action could result in a reduction in land-take required for equivalent development where major developments are prioritised on brownfield sites or where higher densities are promoted on greenfield sites near existing infrastructure. This would enhance the material assets value, and reduce the land-take required for equivalent development, reduce the impact to habitat sites and species and benefit the landscape and visual amenity in and around settlement areas.</p> <p>This action could also contribute to a modal shift by promoting sustainable travel modes. The associated benefits of this would extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>

Policy Heading	CP4: Pedestrian and Cycle Network													
<ul style="list-style-type: none"> Design of entrances and access routes into major developments should consider those arriving on foot/cycle and by public transport. 	?	+	?	?	+	+	+	?	?	?	P	LT	L	<p>This action could contribute to a modal shift by promoting sustainable travel modes. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Cycle parking facilities as per standards in Cycling by Design. 	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting sustainable travel modes. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to contribute to a modal shift away from private vehicle use, particularly for short local trips, by increasing the attractiveness, ease of use and accessibility to sustainable transport modes through the provision of facilities and services for cyclists and pedestrians. Overall this will benefit population and human health and local air quality and reduce greenhouse gas emissions. In general, impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals. The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
<p>Recommendations/ Mitigation</p>	<p>The location and design of new development determines the extent of land-take required, particularly on greenfield sites. This can increase the length of journeys taken, with negative impacts to air quality and climate factors. Associated negative impacts also extend to biodiversity (through the destruction of habitats) and cultural heritage sites. Policy actions which seek to influence the location of development or design of street layouts should also recognise the relationship between development context and density and the scope of transport infrastructure required. Decisions on planning applications should consider whether site locations or street layout proposals seek to minimise land-take required for new and major developments wherever possible.</p> <p>Proposals, including active travel masterplans, should seek to identify environmental benefits or enhancements which could be delivered in line with sustainable transport proposals. Examples could include identifying sites suitable for landscaping and habitat creation along key pedestrian and cycle routes, or opportunities to increase access to local cultural heritage features.</p> <p>Regular surveys should be undertaken to record the effect of this policy on the number and frequency of pedestrian trips and cycle use. This will aid in monitoring the local impact of policy implementation on a wider modal shift away from private vehicle use. Traffic counts and air monitoring should also be undertaken to determine the cumulative benefits to air quality as a result of policy implementation.</p> <p>Impacts to environmental topics which are dependant on the details of specific proposals should be identified through subsequent EIAs where appropriate.</p>													

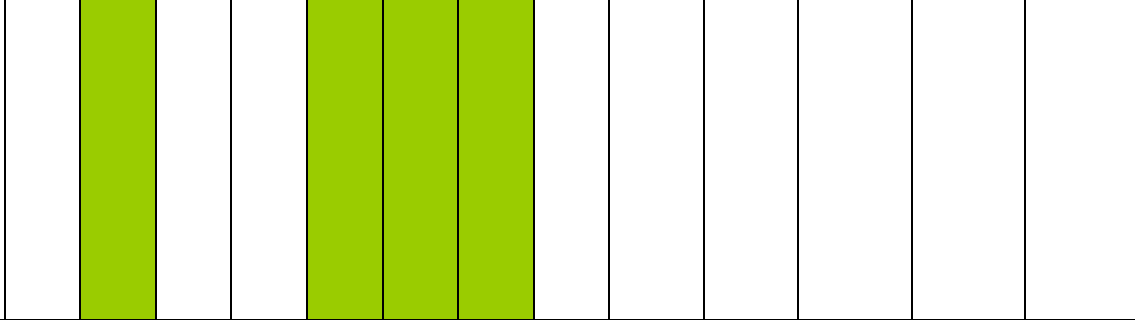
Policy Heading	CP5: Road based Public Transport – Part 1Key route network													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenities	Noise				
Along core routes the Council will seek to provide bus priority measures, through its own funding, developer funding and through other grants that become available during the LTS period.	?	+	?	?	+	+	+	?	?	?	T	MT	R	This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals. The cumulative impact of this policy will be minor positive.
The Council will support and jointly lobby for improvements to the strategic and regional network with its regional partners.	?	?	?	?	?	?	?	?	?	?	T	MT	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown
For Inverness corridors, specific junctions and approaches for bus priority are identified (refer to LTS paragraph 5.60 for comprehensive list of proposals).	?	+	?	?	+	+	+	?	?	?	T	MT	L	This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals. The cumulative impact of this policy will be minor positive.
Bus Improvements outside Inverness are:														
<ul style="list-style-type: none"> Fort William – three main junctions along A830; A82/A830 junction. 	?	+	?	?	+	+	+	?	?	?	T	MT	L	This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals. The cumulative impact of this policy will be minor positive.
<ul style="list-style-type: none"> A830 through Fort William where single carriageway. 	?	+	?	?	+	+	+	?	?	?	T	MT	L	This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals. The cumulative impact of this policy will be minor positive.
<ul style="list-style-type: none"> A82 – Fort William to Inverness – all canal bridges cause bottleneck / congestion. 	?	?	?	?	?	?	?	?	?	?	?	MT	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown

<ul style="list-style-type: none"> Nairn – A96 trunk road junctions with local roads/exit onto trunk road. 	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Thurso – stopping space in the town centre is very limited / constrained physically. 	?	?	?	?	?	?	?	?	?	?	?	MT	L	<p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown</p>
<ul style="list-style-type: none"> A9 Inverness to Invergordon Alness Business Park, exit time difficult at peak times. 	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<ul style="list-style-type: none"> Trunk roads – all trunk routes provide public transport connections and should be safeguarded for public transport. 	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting public transport. In addition to increasing the material assets value, this would have benefits for population and human health as well as local air quality and climate change in the long-term. Impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to contribute to a modal shift away from private vehicle use by defining, protecting and, where possible, enhancing existing bus routes. Overall this will benefit population and human health, improve local air quality and reduce greenhouse gas emissions. In general, impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
<p>Recommendations/ Mitigation</p>	<p>How the Council will implement extensions to the existing bus network as a result of new development is not clear from the present policy wording. This should be addressed.</p> <p>Passenger and traffic counts should be undertaken to monitor the impact of policy implementation on a modal shift away from private vehicle use. Air quality modelling should also be undertaken to determine the cumulative benefits to air quality and climate factors as a result of policy implementation.</p> <p>Impacts to environmental topics which are dependant on the details of specific proposals should be identified through subsequent EIAs where appropriate.</p>													

Policy Heading	CP6: Road Based Public Transport – Part 2 Service frequency/journey times													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
The following service standards are identified under this core policy:														
<ul style="list-style-type: none"> Minimum frequency of link between each size of settlement and local / regional centre (formula to take account of journey time / distance). 	?	?	?	?	?	?	?	?	?	?	?	MT	L	The policy wording is confusing and does not outline a specific action or identify a clear recommendation for a minimum target. More information is required regarding the formula to be applied for determining such a target. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
<ul style="list-style-type: none"> Minimum frequency for local trips within community beyond reasonable walking distance (Demand Responsive Transport and local bus services). 	?	?	?	?	?	?	?	?	?	?	?	MT	L	The policy wording does not outline a specific action or identify a clear recommendation for a minimum target. More information is required regarding the formula to be applied for determining such a target. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
<ul style="list-style-type: none"> Maximum journey time on main corridors compared to direct time by car to determine where priority measures may be needed in the future. 	?	?	?	?	?	?	?	?	?	?	?	MT	L	The policy wording is confusing. Recommend re-wording to emphasise that maximum journey times for main bus corridors should be regularly compared to direct travel times undertaken by car for the same journey. Priority measures should be directed to those journeys where bus travel times exceed car travel times. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
<ul style="list-style-type: none"> Affordable (Council fare scale on contracts including increases not above inflation). 	?	?	?	?	?	?	?	?	?	?	?	MT	L	The policy wording is confusing and does outline a specific action. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
<ul style="list-style-type: none"> Accessible services for disabled / elderly – routes, vehicles, access to stops; rural and urban issues. 	?	?	?	?	?	?	?	?	?	?	?	MT	L	The policy wording is confusing and does not outline a specific action. More information is required to establish how services would be provided for those people with limited mobility and where service provision should be prioritised. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown; this will depend on the specific proposals identified to deliver required improvements.
Public transport will be considered in all planning applications and new development. This will include:														
<ul style="list-style-type: none"> Protection of the defined network from new building and development that would prevent the provision of public transport priority and infrastructure 	?	?	?	?	?	?	?	?	?	?	?	MT	L	The policy wording is unclear. Consider re-wording to clarify whether new development proposals should be evaluated against their impact on the existing bus network or whether proposals are capable of integrating with the existing network through the provision of new public transport infrastructure and/or services. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.

<ul style="list-style-type: none"> Seek opportunities to provide infrastructure on the defined core network through Section 75 agreements 	?	?	?	?	?	?	?	?	?	?	?	?	MT	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown; this will depend on what new infrastructure is required and how it is intended to be delivered.
<ul style="list-style-type: none"> New developments should incorporate street layout and form which is accessible by bus and allows for efficient bus operation where possible. Further detail will be set out in the design guide. 	?	+	?	?	+	+	+	?	?	?	P	LT	L	<p>This action could contribute to a modal shift by promoting public transport where development is located such that a viable extension to the existing public transport network is possible.</p> <p>The associated benefits of this would extend to population and human health, improve local air quality, reduce greenhouse gas emissions and increase the material assets value.</p> <p>The cumulative impact of this policy will be minor positive.</p>	
<ul style="list-style-type: none"> Where possible major developments should be located where they can be served efficiently by public transport 	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting public transport. The associated benefits of this would extend to population and human health, improve local air quality, reduce greenhouse gas emissions and increase the material assets value.</p> <p>The cumulative impact of this policy will be minor positive.</p>	
<ul style="list-style-type: none"> Design of entrances and access routes into major development should consider those arriving on foot/cycle and public transport 	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting sustainable travel modes. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>	
Synergistic Impacts	<p>This policy seeks to contribute to a modal shift away from private vehicle use by improving the quality of service for existing bus routes. Overall this will benefit population and human health, improve local air quality and reduce greenhouse gas emissions. In general, impacts to remaining environmental topics are currently unknown; these will depend on the details of specific proposals.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>														
Recommendations/ Mitigation	<p>The policy wording is very confusing in places and, in some instances, does not clearly identify actions to achieve stated or implied targets; this has been identified for specific sub-objectives in the comments above. This requires to be addressed, with further clarification provided where identified.</p> <p>Guidance for the design of new development should seek to identify environmental benefits or enhancements which could be delivered in line with public transport proposals, improvements to existing public transport routes, extensions through new development, the provision of new bus facilities and the multi-modal design of entrances. This should consider the landscape and visual amenity of new route development as well as local biodiversity; it could include identifying sites or routes which are suitable for hard or soft landscaping treatment or opportunities for habitat creation.</p>														

Policy Heading	CP7: Rail based Public Transport Part 1 Key Route network													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
The Council will promote improvements in partnership with Network Rail, train operating companies and HITRANS including the reopening of Conan Bridge Station.	?	+	?	?	+	+	+	?	?	?	P	MT	L	<p>This action could contribute to a modal shift by promoting rail as a sustainable transport mode. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
The Council will seek to provide improvements at and to stations which encourage the use of rail, such as good pedestrian and cycle connections to rail station, cycle parking facilities; improved personal safety measures and security; and information and integration with other modes.	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting integration between sustainable transport modes. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Encouragement of park and ride use of rail stations should be sought in conjunction with Network Rail at those stations where car parking is available. Secure sheltered cycle parking should also be provided to encourage cycle based park and ride with rail.	?	+	?	?	+	+	+	?	?	?	P	MT	L	<p>This action could contribute to a modal shift by providing the opportunity for rail to replace private vehicle trips for part-journeys and promoting integration between sustainable transport modes. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Further work will be carried out to identify specific needs for stations on the network and service improvements.	?	?	?	?	?	?	?	?	?	?	?	MT	L	<p>The policy wording does not recommend a specific action or define the scope of work required to identify priority needs. Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown; these will depend on the recommendations of future work.</p>
The Council will work with its regional partners and the rail authorities to seek improvement to services where possible and where they are considered to provide optimum benefit.	?	+	?	?	+	+	+	?	?	?	P	MT	L	<p>This action could contribute to a modal shift by promoting rail as a sustainable transport mode. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Where possible major developments should be located where they can be served efficiently by public transport including rail.	?	+	?	?	+	+	+	?	?	?	P	MT	L	<p>This action could contribute to a modal shift by promoting rail as a sustainable transport mode. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Infrastructure, such as shelters, information and	?	+	?	?	+	+	+	?	?	?	T	MT	L	<p>This action could contribute to a modal shift by promoting rail as a sustainable transport</p>

<p>access routes to rail stations should be provided, and the Council will work in partnership with Network rail to improve integration and provide these facilities.</p>		<p>mode. This would improve the material assets value. Associated benefits would also extend to population and human health, improve local air quality and reduce greenhouse gas emissions.</p> <p>Impacts to remaining environmental topics are currently unknown; these will depend on the specific proposals identified to deliver required improvements.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to contribute to a modal shift away from private vehicle use by improving the quality of rail services across the Highlands. Overall this will benefit population and human health, improve local air quality and reduce greenhouse gas emissions. In general, impacts to remaining environmental topics are currently unknown; these will depend on the specific proposals identified to deliver required improvements.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>	
<p>Recommendations/ Mitigation</p>	<p>Passenger and traffic counts should be undertaken to monitor the impact of policy implementation on a modal shift away from private vehicle use. Air quality modelling should be undertaken to determine the cumulative benefits to air quality and climate factors as a result of policy implementation.</p> <p>Impacts to environmental topics which are dependant on the details of specific proposals, particularly where the need for a new rail station or park & ride facility is identified, should be assessed through subsequent EIAs where appropriate.</p>	

Policy Heading	CP8: Air Services													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
<p>The Council has identified a core network for air links. Along with HITRANS, the Council has also set out strategic and regionally important links to the islands within the Council area and wider island links. The Council will support and jointly lobby for improvements to this strategic and regional network with its regional partners.</p>	?	+	?	?	-	-	+	?	?	-	P	LT	R	<p>This action involves expanding existing regional air services and will result in adverse impacts to local air quality and increased greenhouse gas emissions. It will also increase noise at receptors close to the airport and under the flight path of the new services. At the same time, improving services will increase accessibility in fragile and fringe areas, bringing benefits to population and human health while also increasing the value of material assets. The overall impact will depend upon the scope and frequency of service improvements offered.</p> <p>The cumulative impact of this policy will be moderate negative.</p>
<p>The Council continues to seek potential operations from Broadford airstrip and is also investigating the use of sea planes at appropriate locations</p>	?	+	?	-	-	-	+	?	?	-	P	LT	R	<p>The operation of air services from Broadford would result in adverse impacts to local air quality and increased greenhouse gas emissions. It will also increase noise levels in the surrounding area and under the flight paths of the aircraft. If sea planes were to be incorporated into the scheme there is also the potential for adverse impacts upon local water quality. The scheme will however see benefits to the local population by increasing accessibility in the area and also increase the material asset value. The overall impact will dependant upon the frequency of the service that is offered.</p> <p>The cumulative impact of this policy will be moderate negative.</p>
<p>Progress has been made on developing further air links from Inverness since the first LTS, in particular, routes operated by budget airlines.</p>	?	?	?	?	-	-	+	?	?	-	P	LT	N	<p>The policy wording is confusing. It comments on actions taken to date rather than setting out actions to be undertaken under the strategy. Recommend re-wording to clarify if the Council intends to continue expanding links and services from Inverness airport, particularly from budget airlines.</p> <p>Should the Council continue to expand these links, it would result in adverse impacts to local air quality and increased greenhouse gas emissions. It will also increase impacts from noise at receptors close to the airport and under the flight path of the new services.</p> <p>The cumulative impact of this policy will be moderate negative.</p>

<p>A residents fare reduction scheme is in place for services to and from Wick, also benefitting residents of Caithness, and north west Sutherland. This Air discount scheme provides a discount 40% on the core air fare.</p>	?	+	?	?	-	-	+	?	?	-	P	LT	R	<p>The policy wording is confusing. It comments on actions taken to date rather than setting out actions to be undertaken under the strategy. Recommend re-wording to clarify whether the Council intends to discontinue, maintain or expand the fare reduction scheme.</p> <p>As it exists, this action has adverse impacts to local air quality and noise and increases greenhouse gas emissions by promoting More frequent trips via air travel. The scheme also delivers benefits to local populations by increasing accessibility in the area and increasing the material asset value. The overall impact of this action will depend on whether the Council intends to discontinue, maintain or expand the fare reduction scheme.</p> <p>The cumulative impact of this policy will be moderate negative.</p>
<p>Integration with public transport at airport terminals should be maximised to provide multi-modal links. Infrastructure, information and integration with bus / rail services are required, and timetables will be developed by the Council in partnership with service providers.</p>	?	?	?	?	+	+	?	?	?	?	P	LT	L	<p>This policy would minimise impacts to local air quality and climate change as a result of trips made to / from airport terminals. Impacts to remaining environmental topics are currently unknown; these will depend on the frequency and accessibility of local public transport services.</p> <p>The cumulative impact of this policy will be a minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to increase the scope and frequency of air travel links throughout the Highland area. Overall this will increase the value of material assets and benefit population and human health where it improves accessibility in fragile areas. However, any increase in air traffic frequency will have adverse impacts to local air quality, increase greenhouse gas emissions and noise emissions to local receptors near the airport and under flight paths. In general, impacts to remaining environmental topics are currently unknown; these will depend on the specific proposals identified to deliver required improvements.</p> <p>The synergistic impact of the proposed air services will result in overall moderate adverse impacts as a result of the adverse impacts to air quality, climate change and noise within the Highlands and at origin/destination sites.</p>													
<p>Recommendations/ Mitigation</p>	<p>The policy wording is confusing in some places, setting out what has already been undertaken rather than what the Council will endeavour to undertake under the new strategy.</p> <p>Any increase in air traffic frequency should be assessed both in terms of its impact to noise and local and regional air quality.</p> <p>Where new physical development is required, sensitive design and sustainable materials should be used where possible to aid in offsetting the predicted rise in emissions. A site-specific environmental assessment should undertaken where any new physical development is required to identify expected impacts and detailed mitigation measures.</p>													

Policy Heading	CP9: Ferry Services													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenities	Noise				
<p>The Council has identified a core network for ferry services. Along with HITRANS, the Council has also identified strategic and regionally important links to the Highland islands and wider island links. The Council will support and jointly lobby for improvements to the strategic and regional network with its regional partners.</p>	-	+	?	-	+	?	+	?	?	?	P	LT	R	<p>This action will benefit local populations, particularly where it improves accessibility in fragile rural areas. It could also benefit local air quality where ferry services replace trips normally taken by private vehicle or are promoted in combination with sustainable modes of travel. However, it also has the potential to result in adverse impacts to local water quality and ecology where vessel traffic is increased in quantity or frequency.</p> <p>The cumulative impact of this policy will be neutral given the benefits and adverse impacts anticipated.</p>
<p>The Scottish Government has commissioned a study to investigate the effect of introducing a Road Equivalent Tariff (RET) fares system for passengers, cars and commercial vehicles travelling on ferry services. As part of this study, a pilot scheme will operate from October 2008 until spring 2011 on ferry services to the Western Isles and also from Oban to Coll / Tiree.</p>	?	+	?	?	+	?	+	?	?	?	T	ST	L	<p>This action will benefit local populations, particularly as it seeks to improve accessibility in fragile rural areas. It could also benefit local air quality where ferry services replace trips normally taken by private vehicle or are promoted in combination with sustainable modes of travel.</p> <p>It is unclear whether this action will increase the quantity or frequency of ferry vessel traffic on identified routes. Adverse impacts would extend to water quality and ecology where this occurs.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>The Council will continue to provide subsidies to essential ferry services to remote peninsulas which are not supported directly by the Government.</p>	?	+	?	?	+	?	+	?	?	?	T	MT	R	<p>This action will benefit local populations, particularly as it seeks to improve accessibility in fragile rural areas. It could also benefit local air quality where ferry services replace trips normally taken by private vehicle or are promoted in combination with sustainable modes of travel.</p> <p>It is unclear whether this action will increase the quantity or frequency of ferry vessel traffic on identified routes. Adverse impacts would extend to water quality and ecology where this occurs.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>The Council sees importance in the development of the short sea shipping routes. Further development and discussions at a national level will be sought.</p>	-	+	?	-	?	?	?	?	?	?	T	MT	R	<p>This action will benefit local populations, particularly as it seeks to improve economic development in fragile rural areas. However, this will result in adverse impacts to water quality and ecology where 'development' refers to increasing the quantity and frequency of vessel traffic.</p> <p>The cumulative impact of this policy will be minor negative.</p>
<p>Those ferry piers and terminals which are the responsibility of the Council will be maintained and improved where possible.</p>	?	?	?	?	?	?	+	?	?	?	P	MT	R	<p>This action will increase the value of material assets. Impacts to remaining environmental topics are currently unknown; these will depend on the scope of maintenance services undertaken.</p> <p>The cumulative impact of this policy will be minor positive.</p>

<p>Integration with public transport at ferry terminals should be maximised to provide multi modal links. Infrastructure, information and integration with bus / rail services are required, and timetables will be developed by the Council in partnership with service providers.</p>	?	+	?	?	+	+	+	?	?	?	T	MT	R	<p>This action could contribute to a modal shift away from private vehicle use through the promotion and integration of sustainable modes of travel. This will benefit local populations, particularly where it improves accessibility in fragile rural areas. It could also benefit local air quality and climate factors where ferry services replace trips normally taken by private vehicle.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to contribute to economic development in fragile and rural areas as well as encourage a modal shift away from private vehicle use by improving the quality of ferry services across the Highlands. Overall this will benefit population and human health, improve local air quality and reduce greenhouse gas emissions. However, adverse impacts to local water quality and ecology will arise where vessel traffic is increased in quantity or frequency.</p> <p>Impacts to remaining environmental topics are currently unknown; these will depend on the specific proposals identified to deliver required improvements.</p> <p>The overall synergistic impact of implementing this policy is deemed to be minor positive.</p>													
<p>Recommendations/ Mitigation</p>	<p>Any increase to the quantity or frequency of vessel traffic will have adverse impacts to local water quality and ecology. This would be particularly harmful in areas designated for the ecological value of water environments (e.g. SACs, etc.). Where this is proposed, further environmental assessments will need to be undertaken to identify potential impacts and detailed mitigation measures. This could involve undertaking an Appropriate Assessment where European-designated sites are likely to be affected by proposals.</p> <p>Water quality and biodiversity (including marine habitat sites) should be regularly monitored along ferry routes and mitigation measures implemented as impacts are identified. Construction of new infrastructure should be subject to a site-specific environmental assessment to identify any impacts to the marine environment (including water quality and ecology) and to recommend appropriate mitigation. Cleaner technology should be promoted to reduce impacts where possible.</p>													

Policy Heading	CP10: Parking policy													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
Parking should consider the needs of all users.	?	+	?	?	+	+	?	?	?	?	?	ST	L	<p>The policy wording is vague; it does not identify what specific issues should be considered. This should be clarified.</p> <p>This action has the potential to benefit local populations by improving accessibility to parking facilities, particularly for individuals with limited mobility. It could also promote cycling as mode a travel where cycle parking is provided within wider parking schemes.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Parking should be considered on an area wide basis taking account of all parking facilities.	+	+	+	-	+	+	?	?	+	?	?	ST	L	<p>The policy wording is vague; it does not identify what specific issues should be considered. This should be clarified.</p> <p>An area-wide approach to parking provision is supported where it can reduce the amount of land-take required and, particularly, where it can contribute to the re-use of derelict or vacant sites. This would benefit local biodiversity and soil quality and could benefit the landscape and visual amenity where quality design is applied.</p> <p>Likewise, benefits would extend to population and human health, local air quality and climate change where an area-wide approach to parking provision seeks to integrate or promote sustainable modes of travel.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Infrastructure enhancements should be promoted to make parking attractive and user friendly by upgrading facilities and equipment considering the needs of people with mobility impairment. Efforts should be made to improve safety and personal security standards in parking areas.	?	+	?	?	?	?	+	?	+	?	T	ST	L	<p>This action will benefit local populations by improving accessibility to parking facilities, particularly for individuals with limited mobility. It will also increase the material asset value by improving existing facilities.</p> <p>Likewise, benefits would extend to human health, local air quality and climate change where improvements seek to integrate or promote sustainable modes of travel and could benefit the landscape and visual amenity where quality design is applied.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Enforcement should be provided to improve turnover of parking spaces whilst adopting a customer friendly style by allowing a 10min period of grace at the start of any parking period.	?	?	?	?	?	?	?	?	?	?	?	ST	L	<p>This action is unlikely to result in new physical development or alterations to existing parking facilities. It has the potential to influence the frequency of trips taken to/from local centres.</p> <p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.</p>

Charging should be determined by traffic management needs to ration excess demand for available spaces in areas where there is insufficient parking.	?	?	?	?	?	?	?	?	?	?	?	ST	L	<p>This action is unlikely to result in new physical development or alterations to existing parking facilities. It has the potential to influence the frequency of trips taken to/from local centres.</p> <p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.</p>
Alterations to a charging regime or new charging should only be considered following a full parking survey which will assess the extent of any traffic problem and allow assessment of charging options.	?	?	?	?	+	?	?	?	?	?	?	ST	L	<p>This action is unlikely to result in new physical development or alterations to existing parking facilities. It has the potential to influence the frequency of trips taken to/from local centres, targeting areas with existing congestion or traffic management problems. Benefits to local air quality would arise where congestion charges reduce the number of private vehicles accessing the area.</p> <p>It is recommended that this action is implemented in line with complementary improvements to public transport services.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Charges should be levied and time limits imposed so as to maximise the use of space available. Where demand for parking exceeds supply, demand can be regulated and reduced by raising the level of parking charges. However care should be taken not to raise charges to levels which might discourage vehicle users from visiting an area. Charging should be set to ensure that there are always around 15% empty spaces available.	?	?	?	?	?	?	?	?	?	?	?	ST	L	<p>This action is unlikely to result in new physical development or alterations to existing parking facilities. It has the potential to influence the frequency of trips taken to/from local centres, targeting areas where parking demand exceeds supply.</p> <p>It is recommended that this action is implemented in line with complementary improvements to public transport services.</p> <p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown; this will depend on the extent of existing traffic problems in the areas where charges are to be altered.</p>
Charging for parking should not undermine the viability of business areas or adversely affect local roads or the environment.	?	?	?	?	?	?	?	?	?	?	?	ST	L	<p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.</p>
Alterations to parking management arrangements should not be made without adequate public consultation.	?	?	?	?	?	?	?	?	?	?	?	ST	L	<p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.</p>
Short term parking should have priority over long term parking.	?	?	?	?	?	?	?	?	?	?	?	ST	L	<p>This action is unlikely to result in new physical development or alterations to existing parking facilities. It has the potential to influence the frequency of trips taken to/from local centres.</p> <p>Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.</p>
Parking arrangements should make due allowance for disabled vehicles, motorcycles and pedal cycles and pedestrian movements.	?	+	?	?	+	+	?	?	?	?	T	ST	L	<p>This action will benefit local population and human health by improving accessibility to parking facilities, particularly for individuals with limited mobility. Benefits will also extend to local air quality and climate change where arrangements promote more sustainable modes of travel (e.g. cycling).</p> <p>The cumulative impact of this policy will be minor positive.</p>

Park and ride facilities recommended for sites at Tore and Smithton in Inverness.	?	+	?	?	+	+	+	?	?	?	P	LT	L	<p>This action will benefit local air quality and climate change where public transport replaces private vehicle use, even for part-journeys. Benefits will extend to local populations through increased accessibility, particularly where park and ride facilities provide multi-modal interchange opportunities, and increase the material asset value by enhancing existing services and facilities.</p> <p>The site selection process should ensure that impacts to local biodiversity, soils and other sensitive receptors are avoided or, at best, minimised.</p> <p>The cumulative impact of this policy will be minor positive.</p>
The charge for Park & Ride needs to be set relative to city centre parking charges and local bus services.	?	+	?	?	+	+	+	?	?	?	P	LT	L	<p>This action is unlikely to directly result in new physical development or alterations to existing Park & Ride facilities. It has the potential to influence the frequency of private vehicle trips taken to/from local centres.</p> <p>This action will benefit local air quality and climate change where public transport replaces private vehicle use, even for part-journeys. Benefits will extend to local populations through increased accessibility, particularly where park and ride facilities provide multi-modal interchange opportunities, and increase the material asset value by enhancing existing services and facilities.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Synergistic Impacts	<p>This policy seeks to rationalise the provision of parking facilities for all modes of transport across the region. Benefits local air quality and climate change will arise from the promotion of sustainable travel modes through the integrated provision of parking facilities and where public transport replaces private vehicle use, even for part-journeys, through the provision of new or improvements to existing Park & Ride facilities. Benefits will extend to local populations through increased accessibility, particularly where proposals provide multi-modal interchange opportunities or improve arrangements for individuals with limited mobility. Potential adverse impacts could arise from land-take required to provide new parking facilities. Impacts to remaining environmental topics are currently unknown; these will depend on the scope of improvements or new development required.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
Recommendations/ Mitigation	<p>The policy wording is vague in some places; it does not identify what specific issues should be considered. This should be clarified where identified above.</p> <p>The site-selection process for new parking facilities, including Park & Ride facilities, should seek to minimise land-take wherever possible, particularly on greenfield land. The provision of new parking facilities within settlements should be directed to derelict or vacant sites where viable.</p> <p>Construction of new facilities and associated infrastructure should be subject to a site-specific environmental assessment to identify any impacts to the environment and to recommend appropriate mitigation. Cleaner technology and sustainable materials should be promoted to reduce impacts where possible.</p>													

Policy Heading	CP11: Travel Plans													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
Travel plans will be required with new developments at planning application stage where a Transport Assessment is required.	?	+	?	?	+	+	?	?	?	?	T	ST	L	This action will have benefits to population and human health, local air quality and climate factors by promoting sustainable modes of travel through the design of major new development. The cumulative impact of this policy will be minor positive.
The Council is undertaking its own Travel Plan for all staff in its employment.	?	?	?	?	?	?	?	?	?	?	?	ST	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown; this will depend on the specific measures identified in the forthcoming plan.
Travel plans should set out a programme of interventions which should see a shift to more use of active travel modes.	?	+	?	?	+	+	?	?	?	?	?	ST	L	This action will have benefits to population and human health, local air quality and climate factors by promoting sustainable modes of travel through the design of major new development. The cumulative impact of this policy will be minor positive.
Synergistic Impacts	<p>This policy seeks to encourage sustainable travel patterns by considering the impact of physical development on transport from the planning application stage. In general this will have the potential to benefit population and human health, local air quality and climate factors by promoting sustainable modes of travel through the design of major new development. The extent of any benefits will depend largely on the quality of measures identified and implemented through the Travel Plans.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
Recommendations/ Mitigation	Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures.													

Policy Heading	CP12: Freight Transport													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
Export of timber by road can put additional pressure on sub-standard roads. Where possible encouragement will be given to transporting timber by canal, sea or rail.	?	+	?	-	+	+	?	?	?	+	T	MT	R	<p>This action will result in improvements to air quality and climate change by reducing the number of lorry trips required. This will also lead to further potential benefits to population and human health and noise along the network. However the use of canal and/or sea to transport the materials may result in adverse impacts to water quality in the area.</p> <p>The cumulative impact of this policy will be minor positive.</p>
The Council will encourage all freight types to shift from road to rail, canal and sea where possible.	?	+	?	-	+	+	?	?	?	+	T	MT	R	<p>This action will result in improvements to air quality and climate change by reducing the number of lorry trips required. This will also lead to further potential benefits to population and human health and noise along the network. However the use of canal and/or sea to transport the materials may result in adverse impacts to water quality in the area.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Consideration will be given to prioritising maintenance where access roads are important for freight movement.	?	?	?	?	?	?	?	?	?	?	?	MT	R	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown
The Council will support and encourage transport of goods by rail into major settlements, i.e. Inverness and Fort William, where possible.	?	+	?	?	+	+	?	?	?	+	T	MT	R	<p>This action will result in improvements to air quality and climate change by reducing the number of lorry trips required. This will also lead to further potential benefits to population and human health and noise along the network.</p> <p>The cumulative impact of this policy will be minor positive.</p>
The Council will seek to identify suitable locations for lorry parking in and around Inverness.	?	?	?	?	?	?	?	?	?	?		MT	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
Synergistic Impacts	<p>This policy seeks to promote more sustainable modes of freight transport, including rail, canal and sea-based transport where possible. In general, this will result in improvements to air quality and climate change by reducing the number of road-based lorry trips required. This will also lead to further potential benefits to population and human health, by improving road safety, and reducing noise impacts associated with freight transport along the network.</p> <p>Notably, replacement modes of travel could present alternative environmental impacts which will need to be considered, particularly land-based transport leads to an increase in land-take required to delivery new infrastructure or where water-based transport leads to an increase in the quantity or frequency of vessels, impacting upon water quality and ecology.</p> <p>The overall synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
Recommendations/ Mitigation	<p>Any increase to the quantity or frequency of vessel traffic will have adverse impacts to local water quality and ecology. This would be particularly harmful in areas designated for the ecological value of water environments (e.g. SACs, etc.). Where this is proposed, further environmental assessments will need to be undertaken to identify potential impacts and detailed mitigation measures. This could involve undertaking an Appropriate Assessment where European-designated sites are likely to be affected by proposals.</p> <p>Water quality and biodiversity (including marine habitat sites) should be regularly monitored along routes where water-based transport replaces road-based transport and mitigation measures implemented as impacts are identified.</p>													

Policy Heading	CP13 – Design guidelines for new developments													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
The current New Roads Guidelines Review will be updated and completed to address the requirements for walking, cycling and public transport. Guidelines will also set out requirements for road layout for general traffic and have reference to PAN 76, New Residential Streets.	?	+	?	?	+	+	?	?	+	?	P	ST	L	<p>This action could benefit local populations through an increase in accessibility, with associated benefits to local air quality and climate factors where sustainable modes of travel are promoted. Promotion of good design which considers the visual and environmental context of the site could also enhance the landscape and visual amenity of the area. Impacts to remaining environmental topics are currently unknown; these will depend on the specific requirements proposed.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Parking standards are also being revised, having reference to PAN 75, Planning for Transport.	?	?	?	?	?	?	?	?	?	?	?	ST	L	Whether or not this measure will have an impact upon the environment, or result in cumulative impacts is currently unknown.
For specific area masterplans, the new guidelines will set out the requirements which are needed to support new development.	?	+	?	?	+	+	?	?	+	?	P	ST	L	<p>This action could benefit local populations through an increase in accessibility, with associated benefits to local air quality and climate factors where sustainable modes of travel are promoted. Promotion of good design which considers the visual and environmental context of the site could also enhance the landscape and visual amenity of the area. Impacts to remaining environmental topics are currently unknown; these will depend on the specific requirements proposed.</p> <p>The cumulative impact of this policy will be minor positive.</p>
Synergistic Impacts	<p>This policy seeks to promote sustainable modes of travel through the design of new development. In general, this could benefit local populations through an increase in accessibility, with associated benefits to local air quality and climate factors where sustainable modes of travel are promoted. Promotion of good design which considers the visual and environmental context of the site could also enhance the landscape and visual amenity of the area. Impacts to remaining environmental topics are currently unknown; these will depend on the specific requirements proposed.</p> <p>The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
Recommendations/ Mitigation	Designs guidelines should incorporate methodologies for the enhancement of the existing landscape as well as measures such as habitat creation.													

Policy Heading	CP14: Road Safety Plan													
LTS Policy	SEA Objectives										Permanence	Duration	Spatial Scale	Comments on Significance
	Biodiversity	Population And human Health	Soil	Water	Air Quality	Climatic Factors	Material Assets	Cultural Heritage	Landscape and Visual Amenity	Noise				
<p>Improve road safety addressing locations where road accidents are above average levels.</p>	?	+	?	?	?	?	?	?	?	?	T	LT	L	<p>Improving road safety will result in benefits to population and human health in the long term. Impacts to remaining environmental topics are currently unknown; these will depend on the specific requirements proposed.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Increase levels of cycling and walking</p> <ul style="list-style-type: none"> Promote the development of walkable neighbourhoods, through the promotion of travel awareness and the appropriate location and internal design of new and existing developments. Promote higher levels of cycling through travel awareness and the provision and maintenance of appropriate infrastructure. 	?	+	?	?	+	+	+	?	+	?	T	LT	L	<p>This action could benefit local populations through an increase in accessibility, with associated benefits to local air quality and climate factors through the promotion of active travel modes. Promotion of good design in new development and through improvements to existing layouts which considers the visual and environmental context of the site could also enhance the landscape and visual amenity of the area. This could also see benefits to material assets where improvements increase the value of existing transport networks.</p> <p>Impacts to remaining environmental topics are currently unknown; these will depend on the specific requirements proposed.</p> <p>The cumulative impact of this policy will be minor positive.</p>
<p>Synergistic Impacts</p>	<p>This policy seeks to improve road safety. This will have clear benefits to population and human health, with associated benefits extending to local air quality and climate factors where also sustainable transport is promoted.</p> <p>It is recognised that improvements could include superficial interventions such as improved signage and traffic management controls with minimal environmental impacts or major overhauls of traffic junctions and/or crossings with potentially significant implications to the environment. Impacts to environmental topics are, therefore, generally unknown. The synergistic impact of implementing this policy is deemed to be minor positive as a result of the number of beneficial impacts to the environment the policy delivers.</p>													
<p>Recommendations/ Mitigation</p>	<p>Regular road safety monitoring should also include impacts to local wildlife. This could include wildlife fatality as a result of road traffic accident counts, particularly along the trunk road network.</p> <p>Site-specific environmental assessments should be undertaken to identify environmental impacts and detailed mitigation measures where significant improvements are required to the existing transport network.</p>													