

Park and Ride																
The introduction of Park and Ride for the City, based around the concept of three strategic sites (east, west and north) is expected to commence during the period of this LTP. Park and Ride is a key demand management tool and introduction needs to be linked in delivery terms to further restriction of car access to the City Centre.																
SEA Objective	No.	Description	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation required?	Supporting evidence / Comments	
				Short term	Medium term	Long term										
SEA Objective	1	Maintain and enhance Southampton's biodiversity flora and fauna.	Some greenfield space will be lost although these areas are currently used as playing fields and the location of a market so this is not expected to have a severe impact on biodiversity.	-	-	-	ongoing	P	local	medium	high	minor	-	Yes	Provide additional greenspace with nature conservation interest	
	2	Maintain and enhance landscape/townscape character whilst minimising visual impacts of transport infrastructure.	Loss of greenfield space to park and ride car parks.	-	-	-	rare	P	local	medium	high	minor	-	No	If air quality improves (see Objective 4 below), there are likely to be benefits to townscape and listed building status	
	3	Protect and improve the surface and groundwater quality including sea water.	Increased impermeable area	-	-	-	ongoing	P	local	medium	high	minor	-	Yes	Attenuate surface run-off and use oil/grit interceptors	
	4	Maintain and improve air quality.	Very little modal shift from car to bus travel is envisaged thereby having no significant positive affect on air quality but may have adverse effects through increased frequency of little used buses	-	-	-	ongoing	T	local	negligible	low	negligible	-	Yes	Use clean fuels and/or treat emissions (for example, catch particulate matter)	
	5	Encourage energy efficiency and reduce contributions to climate change.	Very little modal shift from car to bus travel is envisaged thereby having no significant positive affect on climate change but may have adverse effects through increased frequency of little used buses	-	-	-	ongoing	T	local	negligible	low	negligible	-	Yes	Consider use of hydrogen fuel cells, LPG	
	6	Minimise the risk of tidal/fluvial flooding affecting people and transport schemes and to implement sustainable design solutions to flood risk.	See comments for Objective 3										neutral			
	7	Conserve and, where appropriate, enhance the archaeology, historic and cultural environment.	See comments for Objective 2										neutral			
	8	Reduce crime and promote community safety.	Objective not affected by proposed policy										neutral			
	9	Reduce poverty and social exclusion, promote a strong community and improve the quality of life.	Very little modal shift from car to bus travel is envisaged thereby having no significant affect on social exclusion	+	+	+	ongoing	T	local	negligible	low	negligible	+	No	May place communities in immediate vicinity at slight advantage for access to city centre	
	10	Ensure the population of Southampton has access to the full range of appropriate public, commercial, community and voluntary services.	Additional public transport options will benefit access potential to Southampton.	+	+	+	rare	P	regional	low	high	minor	+	No		
	11	To facilitate the development of a buoyant, sustainable tourism sector, including access to the countryside and green spaces.	Additional public transport options will benefit access potential to Southampton.	+	+	+	rare	P	regional	low	high	minor	+	No		
	12	Promote healthy life styles and communities.	Loss of playing field to car parks will have large impact on local community, although reduced reliance on the car, if achieved, will have positive effect City-wide.	-	-	-	ongoing	P	local	medium	high	moderate	-	Yes	Provide additional playing field facilities, preferably within reach of the same communities	
	13	Encourage economic growth that does not compromise the ability of future generations to meet their needs and develop a culture of enterprise and innovation.	Objective not affected by proposed policy										neutral			
	14	Promote sustainable design and construction.	Objective not affected by proposed policy										neutral			
Cumulative effects	Continued encroachment into natural areas needs to be avoided and monitored. Combined impact with impingement on SSSI from cycle route will have adverse effect and should be compensated for.															
Overall Effect	This policy carries moderate negative effects on the environment without mitigation. For much of the time the City has a relatively free-flowing network so park and ride installation may not result in modal shift. The construction of the park and ride sites will also deplete a small amount of the City's greenfield areas and recreational facilities.															
Proposed Mitigation	Conduct further studies to ascertain the need / demand for this surface. If deemed necessary, compensate for loss of playing fields, ideally within the locality. Use surface run-off attenuation measures and SUDS to control volume and quality of storm water. Consider use of clean fuels, emissions treatment, hydrogen fuel cells or LPG to maximise environmental gains. Use EIA to eliminate site specific impacts and include opportunities for habitat creation and enhancement.															
Residual environmental significance	With mitigation the impact should be reduced to negligible. In addition, it has the potential to support some social and economic objectives.															

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe	Severe	Severe
	Negative effect	-	Major	Major	Major
	Positive effect	+	Moderate	Moderate	Moderate
	Major positive effect	++	Minor	Minor	Minor
	Neutral environmental effect		Negligible	Negligible	Negligible