
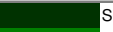





Cycle network															
Cycling – work will be continued on those sections of NCN 2 (Weston Shore) and NCN 23 which are still incomplete. Discussions will be held with Sustrans about incorporating the Western Approach Cycle Route into the NCN.															
	No.	Description	Description of predicted 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.	The proposed route of NCN2 passes within a few metres of a SSSI and may involve removal of some vegetation on the margins of the SSSI.	-	-	-	ongoing	P	National	low	high	negligible	-	Yes	Restrict dog-walking to avoid worrying the fauna. Compensate for lost habitat.
	2	Maintain and enhance landscape/townscape character whilst minimising visual impacts of transport infrastructure.	New hard surface infrastructure in proximity to a SSSI.	-	-	-	ongoing	P	National	low	high	negligible	-	Yes	Sensitive landscaping
	3	Protect and improve the surface and groundwater quality including sea water.	Objective not affected by proposed policy.									neutral			
	4	Maintain and improve air quality.	Potential increase in use of cycle tracks will promote some modal shift from vehicular travel.	+	+	+	ongoing	P	local	low	medium	negligible	+	No	
	5	Encourage energy efficiency and reduce contributions to climate change.	Potential increase in use of cycle tracks will promote some modal shift from vehicular travel.	+	+	+	ongoing	P	local	low	medium	negligible	+	No	
	6	Minimise the risk of tidal/fluvial flooding affecting people and transport schemes and to implement sustainable design solutions to flood risk.	Slight increase in impermeable area and associated surface water flood risk.	-	-	-	ongoing	P	local	low	high	negligible	-	Yes	Attenuate surface run-off if necessary
	7	Conserve and, where appropriate, enhance the archaeology, historic and cultural environment.	Objective not affected by proposed policy.									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.	Improved access to greenspace and along river may have slight impact on improving quality of life for those using the new tracks.	+	+	+	ongoing	P	local	low	medium	negligible	+	No	
	10	Ensure the population of Southampton has access to the full range of appropriate public, commercial, community and voluntary services.	Improved access along cycle tracks.	+	+	+	ongoing	P	local	low	medium	negligible	+	No	
	11	To facilitate the development of a buoyant, sustainable tourism sector, including access to the countryside and green spaces.	Improved access to greenspace and along river may have slight impact on improving quality of life for those using the new tracks.	+	+	+	ongoing	P	local	medium	medium	negligible	+	No	
	12	Promote healthy life styles and communities.	Improved cycle tracks promote cycling which impacts on health.	+	+	+	ongoing	P	local	high	medium	negligible	+	No	
	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 loss of greenspace from Park and Ride projects will have adverse effect and should be compensated for. Concentration of cycle routes in green spaces will both increase the pressure on this limited resource and cumulatively decrease available space. Consideration should be given to focusing on improving the safety and extent of road cycle routes.														
Overall Effect	This policy carries minor negative effects for the environment without mitigation, largely due to a negligible negative impact on a nationally important SSSI (see also Table 7.1).														
Proposed Mitigation:	Ensure that the cycle route has zero footprint in the designated area and install suitable barriers to prevent inappropriate use of the SSSI land. Restrict dog-walking and other activities that could disturb the wildlife. Use surface run-off attenuation measures and SUDS to control volume of storm water. Consult with English Nature on need for Appropriate Assessment; provide additional land to compensate if required.														
Residual environmental significance	With mitigation the impact should be reduced to neutral. These impacts are offset to some degree by the desirability of potential improvements to air quality, climate change, health, quality of life and access to greenspace, although these effects occur at a local scale.														

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