

# **Local Transport Plan Environmental Report December 2010**

## **Executive Summary**

Strategic Environmental Assessment (SEA) is a process that assesses the environmental consequences of a plan and its policies, and is carried out for plans with the potential to have a significant effect on the environment. Local Transport Plans (LTPs) are considered to be one of such plans. This SEA relates to the new LTP for West Berkshire and the strategies developed to deliver the plan.

The SEA process is an iterative one, carried out in parallel with the development of the LTP. In the early stages of the process, baseline data for West Berkshire was collected, to establish the environmental context, and identify the environmental problems and opportunities facing West Berkshire. Plans and policies relating to the environment and to transport were also researched. Using this information, a set of SEA objectives were compiled, against which the LTP was assessed.

After collecting baseline information, and compiling SEA objectives, a Scoping Report was issued. The scoping report was sent to the statutory environmental consultees for consultation. The Draft Environmental Report incorporates the changes suggested by the statutory consultees, and includes the results of the assessment, and the consideration of alternatives to the approach adopted in the LTP. There is also a section on monitoring, indicating what the plan should monitor in order to ensure the LTP does not have any adverse effects on the environment, and to indicate what benefits the LTP is having on the environment. This draft environmental report will be sent to the statutory environmental consultees for their comments.

Overall the LTP is expected to benefit the environment with the approach being taken scoring positively against the SEA objectives. Some of the suggested LTP policies have been reworded as a result of the SEA to further enhance the environmental benefit of the LTP. The environmental effects of the LTP will be monitored as part of the LTP monitoring process and individual projects will be assessed for their impact on the environment during their development stage.

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# 1 Introduction

The Strategic Environmental Assessment (SEA) directive (2001/42/EC) requires that SEAs are carried out where plans and programmes produced by local authorities are likely to have a significant effect upon the environment. Certain plans, including LTPs, have been deemed by the government to automatically require SEA. The SEA provides a framework for examining the possible environmental effects of a plan and suggesting ways to reduce or mitigate these effects (where they are negative).

## 1.1 Linking the LTP and SEA processes

The Local Transport Plan sets out the authority’s local transport strategies and policies and includes an implementation programme. The changes in requirements for LTP3 from LTP2 allow local authorities to consider how the LTP process will work best for them. West Berkshire Council has decided that LTP3 will share the same time scale as the Local Development Framework (LDF). This will help to plan the transport infrastructure and services required to support the proposed development plans set out in the LDF. The LTP sets out a long term vision for transport in West Berkshire with short term (3 year) implementation plans. The SEA process has been used to inform the

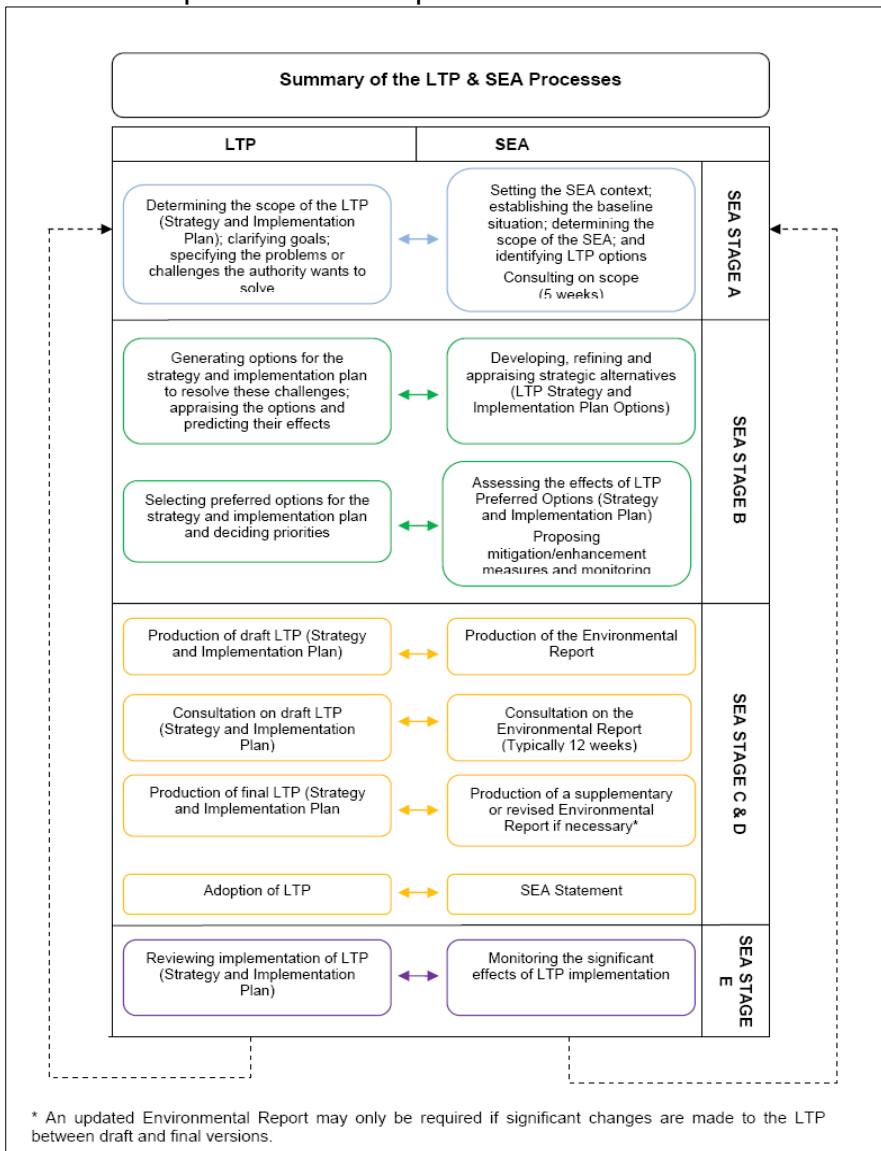


Figure 1 - Links between LTP and SEA  
(Source: Draft guidance on SEA for Transport Plans and Programmes, DfT, April 2009)

development of the LTP. Figure 1 shows the links between the SEA and LTP processes.

## 1.2 Background to LTP

All transport authorities are required under the Transport Act 2000 to produce a Local Transport Plan. Until now the LTP has been a five year document outlining how transport problems across the district will be tackled. The new LTPs have greater flexibility in their timescales and West Berkshire Council has decided to link the LTP with the LDF, giving the LTP a time scale of 2011 to 2026.

## 1.3 Background to SEA

The SEA directive became law in England in 2004 and means that it is a mandatory requirement to undertake SEA during the preparation of the LTP. Given the long term nature of the LTP it may have significant effects on the environment and the SEA is used to identify these potential issues and suggest mitigation measures where potential problems have been identified. The SEA is carried out in parallel with the development of the LTP, ensuring an iterative and interactive process of development to ensure that the LTP will cause the least damage to the environment.

## 1.4 LTP Vision, Policies and Strategies

The vision for the Local Transport plan is set out below.

*“To deliver effective transport solutions for all by increasing choice and minimising congestion”*

This means that West Berkshire is looking to deliver a transport system which supports the **economic vitality** of West Berkshire, as well as providing choice and opportunities for residents to be able to **access the services** they need in a **sustainable** way where possible that minimises harm to the **environment**. For transport solutions to be effective, transport networks need to be managed in a way which promotes safety and minimises the existence and impacts of **congestion**.

The vision acknowledges the challenges facing transport planning within West Berkshire and outlines the key factors for tackling these challenges. The

- To improve travel choice and encourage sustainable travel
- To support the economy and quality of life by minimising congestion and improving reliability on West Berkshire’s transport networks
- To maintain, make best use of and improve West Berkshire’s transport networks for all modes of travel
- To improve access to services and facilities
- To improve and promote opportunities for healthy and safe travel
- To minimise energy consumption and the impact of all forms of travel on the environment.

following local goals have been set to help achieve this objective.

Within the LTP there are a range of policies to help deliver the transport vision and goals in West Berkshire. There are 15 key policies, with 19 supporting policies. These key and supporting policies also fit into 8 supporting strategies

to be developed as part of the LTP. These policies and supporting strategies are set out in Table 1.1

Table 1.1 Policies					
Key Policies			Supporting Policies		
	Policy	Linking Strategy		Policy	Linking Strategy
K1	Travel Choice		NMP1	Highway Managements	Network Management Plan
K2	Minimising congestion		NMP2	Intelligent Transport Systems (ITS)	
K3	Accessibility (to services)		P1	Town Centre Parking	Parking
K4	Accessibility (equality & inclusion)		P2	Residential Parking	
K5	Climate change		P3	Parking Standards	
K6	Air Quality	Air Quality Action Plan	P4	Enforcement	
K7	Highway Maintenance	Transport Asset Management Plan	SC1	Walking	Smarter Choices
K8	Road Safety	Road Safety	SC2	Cycling	
K9	Passenger Transport	Passenger Transport	SC3	Travel Planning	
K10	School Travel	SMoTS	SC4	Car Sharing / Car Clubs	
K11	Parking	Parking	SC5	New Technologies	
K12	Freight	Freight	SC6	Branding / Marketing / Promotion	
K13	New Development / LDF	LDF	PT1	Bus Services	Passenger Transport
K14	Health & Leisure		PT2	Community and Voluntary Transport	
K15	Cross Boundary & Partnership Working		PT3	Rail	
			PT4	Taxis and Private Hire Vehicles	
			PT5	Info, Promotion and Ticketing	
			PT6	Infrastructure and Interchange	
			PT7	Park and Ride	

An area approach has been developed for the Transport Vision, covering the same area as the Local Development Framework: Newbury and Thatcham, Eastern Urban Area, Eastern Kennet Valley and the AONB. Each area had different transport issues to be addressed, and this approach means that they can be addressed and assessed more appropriately than if a district wide approach had been adopted.

### 1.5 Purpose of this report

This report outlines the SEA process undertaken to assess the environmental impacts of the LTP. This has been done as an iterative process throughout

the development of the LTP. This report therefore outlines the assessment of the transport vision, goals and policies carried out during the development of the LTP.

## **1.6 Structure of Environmental Report**

This environmental report is structured as follows:

- Chapter 2 – identifies the scope of the SEA, the stages of the SEA process and the approach to the impact assessment
- Chapter 3 – provides the baseline planning and environmental context which has been used to identify the constraints and opportunities facing West Berkshire and on which the impact assessment has been based.
- Chapter 4 – sets out the SEA objectives that have been established to guide the development of the LTP
- Chapter 5 – outlines the results of the SEA process and includes the alternatives that have been considered and the predicted strategic environmental effects of the LTP
- Chapter 6 – provides information regarding future monitoring of the LTP and associated strategies.
- Chapter 7 – provides the conclusions for the assessment

## **2 Scope of SEA**

### **2.1 Study area**

The West Berkshire Unitary Boundary defines the study area for the SEA of West Berkshire's LTP. The LTP does cover cross boundary movements, and where possible these have been considered in the SEA.

West Berkshire forms part of the County of Berkshire, in the South East of England. The district covers an area of 704 km<sup>2</sup> extending from Hungerford in the west to Theale and the western edge of Reading in the east. Approximately 75% of the population is concentrated in the Kennet Valley at strategic points along the A4 and on the western side of Reading. The remaining 25% are situated within smaller settlements and minor villages sitting within a diverse landscape ranging from low lying valleys to the sweeping hills of the AONB.

West Berkshire's highway network includes the M4 and A34, which intersect just north of Newbury. These cater for strategic vehicle movements through West Berkshire. Other principle roads in West Berkshire are the A4, A340, A329, A339, A343, A338 and A417.

There are no ports or major airports in West Berkshire, but there are three rail lines which traverse the district. In addition to local services, there are express services between London and the South West which stop at Newbury. The rural nature and dispersed population of West Berkshire is problematic for the provision of a commercially viable bus service.

## 2.2 Timeframe

The scope of the SEA is the same as the LTP plan period, therefore covers the period of 2011 to 2026. Due to the long timescales involved and the long term impact of transport on the district short, medium and long term impacts have been assessed.

## 2.3 Technical Scope

The technical scope of the SEA is governed by the requirements of the SEA Directive and the 2004 Regulations which require:

- A description of the baseline environment
- A statement of the links between the plan and other relevant policies, plans and programmes
- Identification of existing environmental problems within the plan area
- Identification and discussion of the alternatives to be considered in the plan
- The Plan's likely significant effects on the environment
- The mitigation measures envisaged
- The monitoring measures envisaged

## 2.4 The SEA Process

There are five stages to the SEA Process, each stage is outlined below.

### Stage A: Context, Objectives and Baseline

The background information required for undertaking the SEA was collected at the beginning of the process to determine the state of the environment and ensure that the LTP was considered within an accurate environmental context. This stage focused on three activities; determining the environmental planning context of the draft plan, determining the objectives of the SEA and collecting sufficient relevant baseline data to allow the prediction of environmental effects. The results of this are shown in chapter 3.

### Stage B: Scope

The purpose of Stage B was to focus the SEA on key environmental issues. Three statutory environmental authorities are consulted on the "scale and level of detail of the information which to be included in the Environmental Report." This scoping report on the LTP SEA was completed in December 2009 and issued to the statutory environmental consultees for comment. A summary of the consultation response is provided in Appendix 1.

The scoping report presented the existing environmental baseline information associated with the District, alongside an overview of the plans and programmes of relevance to transport planning at an international, European, National, Regional and local level. Targets relating to environmental performance for transport were identified within these plans and programmes, and documented in the scoping report. These targets were used to help guide the development of the SEA objectives and to provide a background on which to base the targets and indicators for the LTP.

### Stage C: Assessment and Mitigation



The purpose of this phase of the SEA was to consider the likely environmental effects of the draft plan, taking both the environmental objectives of the SEA and the geographical scope of the draft plan into account, and to propose measures to prevent, reduce or offset any significant effects.

The SEA Directive places considerable emphasis on the consideration of reasonable alternatives, and it is important that their potential environmental effects are considered and that the reasons why alternatives are not selected are well documented within the SEA.

The results of the assessment process not only identify the predicted effects of the LTP in relation to the SEA objectives, but also indicate the geographical distribution of these effects. An iterative process of review took place during this stage whereby strategies could be rejected or adjusted in the light of the SEA findings.

Where potential adverse environmental effects cannot be avoided, proposals for mitigation to prevent, reduce or offset these effects are made. The type of mitigation proposed largely depends on the nature of the strategy concerned, but could include refinement of certain measures or the inclusion of certain technical measures at the implementation stage.

Proposals for monitoring are identified at this stage, to measure the performance of the LTP against the SEA environmental objectives. These are presented in chapter 6.

#### **Stage D: Reporting and consultation**

The environmental report is the key deliverable of the SEA. It illustrates the process undertaken to complete the SEA and allows for consultation and demonstrates compliance with the SEA Directive and the 2004 Regulations. This environmental report forms part of the draft LTP consultation.

Following the consultation a separate statement will be prepared by the Council to demonstrate how the consultation responses have been taken into account and why and how any changes have been made to the LTP and/or the SEA as a result.

#### **Stage E: Monitoring**

The environmental effects of the LTP will require regular monitoring to ensure that any significant environmental effects of the plan's implementation are identified and remedied at the earliest opportunity. Integration with the LTP progress reports will offer the opportunity to do this.

The following environmental topics must be covered by the SEA.

Table 2.1: SEA directive required topics		
1. Biodiversity	5. Flora	9. Climatic Factors
2. Population	6. Soil	10. Material assets
3. Human Health	7. Water	11. Cultural Heritage
4. Fauna	8. Air	12. Landscape

For the SEA these topics have been combined into three broad topics.

Broad Topic	SEA topics covered
Population and Human Health	Population Human Health
Environment	Biodiversity Fauna Flora Soil Water Air Climatic Factors Landscape Cultural Heritage
Assets	Material assets

## 2.5 Approach to the Impact Assessment

The methodology for the SEA was identified in the Scoping Report, which was consulted upon in late 2009 / early 2010. The consultation responses have been taken on board and have resulted in slight changes to details considered in the SEA of the LTP. The consultation response and the comment from the Council are given in Appendix 1.

## 3 Context of the SEA

### 3.1 Introduction

This section provides the planning and environmental context for the SEA which has been used to identify the problems and opportunities facing West Berkshire and on which the impact assessment has been based. These include a summary of the relevant plans and programmes relating to the LTP and SEA and a summary of the baseline environmental conditions in West Berkshire.

### 3.2 Plans and Programmes

A review of all relevant strategic transport related plans and programmes at international, European, national, regional and local level has been carried out in order to identify how other plans and programmes may influence the approach and content of the draft LTP2.

In terms of the SEA, this review has been extended to cover other environmental plans and policies that may not be immediately obvious in terms of the effect on the LTP but whose objectives and context should be considered to set the LTP in an environmental context. The findings of this review have been fed back into the LTP process and are presented in Appendix 2

### 3.3 Existing Baseline Conditions and Trends

The level of detail of the environmental baseline data collected for the SEA varies depending on the topic under consideration but has been pitched at a level considered appropriate for considering the environmental effects of the LTP during the assessment process.

### 3.3.1 Population and Human Health

#### 3.3.1.1 Population

The 2001 census shows West Berkshire with a population just under 144,500, with latest (2007) estimates showing the district's population to be 150,700. Just over half the population lives in settlements on the western Reading fringe and along the Kennet Valley (including Hungerford, Newbury and Thatcham). The remainder of the population are dispersed in small rural settlements across the district, making it by far the most dispersed population of the Berkshire Unitaries (206 people per km<sup>2</sup>, compared to 637 km<sup>2</sup> for Berkshire as a whole).

West Berkshire has high car ownership and usage, with 128,000 vehicles licensed, amounting to 2.2 cars per household across the district. 46% of households have 2 or more cars. Compared to the national and regional averages West Berkshire has a lower number of households without a car (13% compared to the regional average of 20% and the national average of 25%).

71% of West Berkshire residents drive to work (2001 census), which is higher than both the Berkshire average (67%) and the National average (63%). The relatively low use of public transport, walking or cycling to work could be attributed to the rural/dispersed nature of the population.

School travel surveys show that 43% of journeys to primary school and 25% of journeys to secondary school are by car. (2010 Hands Up Survey).

All of the above shows that effective promotion of sustainable modes of travel could have a real impact on modal shift. This could have an impact on the health and wellbeing of the West Berkshire population as a result.

The Local Development Framework (LDF) looks at how the 10,500 new homes allocated to West Berkshire will be accommodated, including the identification of the transportation impacts and possible mitigation measures. In terms of new development the Core Strategy considers that these are best placed within or on the edge of existing urban areas, where there is good access to local services and facilities, to help encourage sustainable forms of travel wherever possible.

#### 3.3.1.2 Health

In general the health of the population in West Berkshire is considered good, although there are areas where health is less good, particularly in the east of the district. The main causes of death in the district are circulatory diseases and cancers. Many of these conditions have common risk factors relating to lifestyle, such as smoking, lack of physical activity and obesity.

Participation in moderate activity (a minimum of 30 min activity three times a week) in West Berkshire is significantly higher (26%) than the South East (22%) and England (21%) average, but this still means three quarters of adults in west Berkshire do not take part in physical activity.

Obesity is acknowledged to be one of the most serious public health problems facing the UK at the start of the 21<sup>st</sup> century. Obesity has serious consequences for health and life expectancy. Although there is no specific obesity data at local authority level, estimates suggest that 22% of the West Berkshire population are classified as obese. The South East average is 20% and the average for England is 22%. Levels of obesity peak in people between 55 and 75 years of age.

The LTP could contribute towards increased levels of physical activity by promoting sustainable modes of travel such as walking and cycling. Improvements to public access through improvements to the rights of way network and the provision of green infrastructure will also help to increase levels of physical activity. If successful, the number of people achieving the required levels of physical activity in a week will increase, which should have a knock-on effect on levels of obesity in the district.

A Health impact Assessment (HIA) is required of the LTP and has been carried out as an integral part of the SEA. This ensures that the impact of the LTP on health and well-being is considered. The HIA ensures that the LTP will have a positive impact on health and link with key local public health concerns where possible.

### **3.3.2 Environment**

#### **3.3.2.1 Landscape**

West Berkshire has a generally high quality and diverse landscape character which can be divided into five national Countryside Character Areas:

- Thames Basin Heaths, in the south
- Berkshire and Marlborough Downs, in the north
- Hampshire Downs, in the south west
- Chilterns, in the north east, and
- Thames Valley, in the South East.

The horse racing and equestrian industry has had an influence on parts of the landscape, and has brought about the development of gallops in the countryside.

74% of the district is classified as part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The AONB contains a wide range of different landscapes ranging from high large scale rolling chalk downland to floodplain with lush wetland vegetation. The Countryside and Rights of Way Act 2000 requires Local Authorities to 'have regard to the purpose of conserving and enhancing the natural beauty of the AONB' when carrying out any works which may affect the AONB (Section 85).

Roads and infrastructure can have a significant impact on landscape in the area, especially where new roads are built on land which was once countryside. These impacts apply to all elements of the landscape, including

its constituent physical features, visual character and experiences of tranquillity and dark night skies that areas of landscape provide, particularly within the AONB.

The LTP should try to limit the impact of transport on the landscape character of West Berkshire.

### **3.3.2.2 Townscape**

Although mainly rural in character, West Berkshire's townscape includes historic market towns (such as Newbury and Hungerford); areas of more recent urban or suburban development, particularly in Newbury, Thatcham and on the fringes of Reading; freestanding industrial areas (eg. at Aldermaston); and many rural villages, several of which are designated as Conservation Areas because of their architectural or historic interest.

The presence of traffic – and still more, growth in traffic levels – can contribute to a perceived reduction in townscape quality in both urban and rural areas. It is desirable that the LTP should seek where possible to minimise or even eliminate any such reduction in townscape quality and value.

### **3.3.2.3 Biodiversity, Flora and Fauna**

West Berkshire also supports a wide range of habitats and species. The biodiversity, flora and fauna of West Berkshire are sensitive indicators of changes affecting other aspects of the environment.

There are 51 Sites of Special Scientific Interest (SSSI) covering an area of 1,349 hectares, which are of national importance for flora, fauna or geology. SSSIs are designated by Natural England for their nature conservation importance at national level. There are also three designated Special Areas of Conservation (SACs) – the river Lambourn, the Kennet and Lambourn floodplain and the Kennet Valley Alderwoods. Being of European importance SACs are given extra levels of protection in law. The Council has also identified around 500 Wildlife Heritage Sites (WHS), which are of local importance to biodiversity in West Berkshire. The combination of SSSIs and WHSs cover approximately 11% of the district. The area surrounding West Berkshire shows similar sites of importance to West Berkshire.

A Habitats Regulation Assessment scoping report has been carried out for the LTP. In addition to this the LTP links very closely with West Berkshire Council's Local Development Framework (LDF), for which an Appropriate Assessment has been carried out for the Core Strategy (as part of their HRA). As much of the transport infrastructure discussed in the LTP is to help deliver the LDF, the LDF HRA is seen to cover the LTP. Given that the designated sites in West Berkshire are located in isolated locations and away from any transport links, the LTP is not expected to have any significant impact on the special designated habitats.

The LTP could have an effect on biodiversity, flora and fauna and therefore a suitable objective will be considered to encourage protection and enhancement of these areas.

#### **3.3.2.4 Soil**

Agriculture is a major land use in West Berkshire. Soils are graded using the Agricultural Land Classification system which assesses farmland quality according to the long term physical limitations of the land for agricultural use. Factors which influence the classification are: climate, and site and soil characteristics, and grading ranges from 1 (the best and most versatile quality) to 5 (very poor quality). Soils in West Berkshire are considered to be of medium-to-high quality, as most of the unitary authority area is classified as in grades 2 and 3 agricultural land. There is also a very small area of grade 1 agricultural land in the south east of the district. Intensive farming has to some extent led to depleted soil quality in West Berkshire, and to diffuse pollution of its rivers.

There are no major road building projects within the LTP therefore the LTP is not likely to effect soil quality, so a soil related objective will not be taken forward.

#### **3.3.2.5 Water**

The whole of West Berkshire lies within the catchment of the River Thames. The main water courses within the District are the River Lambourn, the River Kennet and associated Kennet and Avon Canal, and the River Pang.

Water quality in West Berkshire is generally good and there are no Nitrate Sensitive Areas, although large areas are covered by Nitrate Vulnerable Zones (NVZ). This reflects the land uses within the area and the intensive agricultural practices taking place in the region. It is unlikely that the LTP will have an impact on water quality.

Many of the District's water courses (including those located within designated sites (SSSI and SACs)) are crossed by major roads. Surface water on these roads could have an impact on the water quality within these designated sites, and highway maintenance and management needs to consider the impact they could have on water quality. Gully pots and oil interceptors are an important method of reducing possible degradation in water quality and need to be maintained to remain effective.

The Thames, Loddon and Kennet Valleys are susceptible to flooding over large areas; although major floods are not frequent occurrences (occur once in every 100 years or less) serious flooding did occur across the district (specifically in Thatcahm) in July 2007. Development relating to transport could have an impact on this, such as increasing levels of run off by increasing the amount of impermeable surface through road building. One of the consequences of forecast climate change (see section 2.3.2.6) is a possible increase in the frequency or severity of flooding in some areas. Measures designed to minimise emissions of greenhouse gases associated with transport could contribute, if only modestly, to reducing the impacts of climate change, including flooding impacts. The Environment Agency specifically states that inappropriate development should not be allowed within floodplains, and that future proposals should seek to encourage a holistic approach to flood risk management, including surface water run-off

design to overcome problems of flood risk. The LTP needs to ensure that it does not increase the risk of flooding.

The LTP will not have a significant impact on water as a resource, and no major road building projects are planned which may affect ground water regimes, but may have an impact on flooding, therefore a flooding related objective will be taken forward.

#### **3.3.2.6 Air**

Generally air quality in West Berkshire is good, although there are specific locations where air quality monitoring has detected an issue, or highlighted the need for further air quality assessment. Areas where air quality is an issue are associated with high volumes of traffic along busy corridors such as the A339 in Newbury.

An Air Quality Management Area (AQMA) was declared May 2009 in Newbury on one junction along the A339 due to high levels of NO<sub>2</sub>. Further assessment of this site is currently underway and an Air Quality Action Plan is being developed, which will be incorporated into the LTP. A further site is currently undergoing detailed assessment, as NO<sub>2</sub> levels have been shown to be above the national objective levels.

Poor air quality can also have an impact on human health. Given that air quality is only monitored where there are vulnerable receptors (people) it is important to improve air quality to ensure personal health does not suffer.

Air quality can also have a negative impact on biodiversity. Currently the air quality issues are located in very specific areas of the District along major road transport links, away from sensitive environmental sites and therefore the impact of urban air quality on biodiversity is not currently an issue. As poor air quality is associated with transport in West Berkshire and the LTP does not propose any major transport schemes in areas near to or within sensitive sites, biodiversity should not be negatively impacted upon by the LTP and poor air quality.

#### **3.3.2.7 Climate**

It is widely acknowledged that climate change is a major concern for the future, and that high levels of greenhouse gas (GHG) emissions make a major contribution to climate change. Climate change is anticipated to affect seasonal temperatures and rainfall. Nationally it is estimated that there will be an annual warming of between 2 and 4.5 degrees Celsius by 2080, accompanied by a fall in annual rainfall by up to 10%. The effects of climate change will therefore have implications for the natural and built environment. It is estimated that almost half (48%) of West Berkshire's carbon dioxide (CO<sub>2</sub>) emissions are from traffic and transportation and therefore LTP3 is a key plan in influencing the reduction of CO<sub>2</sub> emissions from transport. A Climate Change strategy for West Berkshire has been developed laying out targets and objectives for reducing emissions.

Transport is a key contributing factor to climate change and therefore the LTP must take this into consideration.

### **3.3.2.8 Cultural heritage**

West Berkshire contains a wide range of archaeological and historic sites, including several features which are of national importance. There are 93 Scheduled Monuments, 13 Registered Parks and Gardens and 1 Registered Battlefield.

Nearly 1,900 buildings in West Berkshire are included in English Heritage's 'List of Buildings of Special Architectural or Historic Interest' including 42 entries at Grade I and 107 at Grade II\*. Other historic and architectural features, not included on national registers, are of local importance and have been designated as Conservation Areas. There are currently 54 in the district. 17 sites across the district are included on the English Heritage 'at risk' list. These include 7 monuments, 6 buildings, 3 parks and gardens and 1 battlefield. These sites are considered 'at risk' due to the pressures and threats faced by these sites. These pressures and threats include neglect, unsympathetic changes, or pressures of development.

The West Berkshire Historic Environment Record (HER) lists approximately 7,500 monuments and 6000 objects as archaeological or historic sites and these figures are constantly increasing.

The LTP may not have a direct impact on the cultural heritage of West Berkshire, but it should ensure that it does not cause a negative impact on them.

### **3.3.3 Assets**

#### **3.3.3.1 Material assets**

One of the Council's largest material assets is the travel and transport network which helps to enable access to key services, facilities and recreation opportunities. The highway network that the Council maintains totals about 1270km and increases annually by about 5km due to new adoptions, mainly in new housing developments. In addition there are more than 1000 bridges and other highway structures such as retaining walls and culverts to manage. The Council also has responsibility for managing an extensive public rights of way (PROW) network totalling 1178km. 61% of this is public footpaths, 17% public bridleways, 8% restricted byways and 14% byways open to all traffic. Elements of the highway network and the PROW network form the District's cycle network which is important in supporting sustainable travel and playing a part in minimising congestion. Good management of these material assets and the people and vehicles that use them will help to support a number of priorities including accessibility and the District's economy.

The Rights of Way Improvement Plan forms an important part of maintaining and improving the rights of way network. This is a key document feeding into and working with the LTP.



Using these assets in the most effective and efficient way to serve the District and maintaining them in appropriate ways so that they are of a good quality is an important part of the LTP.

### 3.4 SEA Objectives

In order to provide a means by which the environmental effects of the LTP can be described, analysed and compared, strategic environmental objectives (SEA Objectives) have been developed. These objectives have also been applied to the alternatives that have been considered to ensure a consistent approach.

The SEA objectives were included in the Scoping Report and comments received from the statutory consultees have subsequently been incorporated into the objectives that have been carried forward into the detailed impact assessment. The agreed objectives and sub-objectives are presented below in table 3.1.

Topic	SEA Objective
Population and Human Health	<b>SEA1</b> To improve access to key services and facilities with reference to sustainable modes / reducing the need to travel
	<b>SEA2</b> Improve health and wellbeing and reduce inequalities
Environment	<b>SEA3</b> Ensure that the natural and built environment is conserved and enhanced
	<b>SEA4</b> Ensure biodiversity is conserved and enhanced
	<b>SEA5</b> Ensure that flood risk is not increased and where possible minimised
	<b>SEA6</b> Protect and improve air quality throughout West Berkshire
	<b>SEA7</b> Reduce emissions contributing to climate change and ensure adaptive measures are in place to respond to climate change
	<b>SEA8</b> Ensure the historic environment is conserved and enhanced
Assets	<b>SEA9</b> Ensuring good transport links by maintaining material assets

## 4 Impact Assessment

### 4.1 Introduction

This section summarises the predicted environmental effects of the LTP in terms of the SEA Objectives that have been developed during the assessment process. The assessment has been based on the vision, goals and policies of the LTP.

In undertaking the assessment, it has been assumed that West Berkshire Council is committed to the continuous improvements aspired to in the LTP goals and policies.

### 4.2 Alternatives

In keeping with the requirements of the SEA directive, appropriate alternatives have been considered during the SEA process. The LTP2 SEA showed that splitting the District up into separate areas based on geographical characteristics was more beneficial for the environment as well as allowing works to take place in proportion to the specific characteristics of the area.

Due to these benefits picked up in a previous SEA the new LTP will follow the same principles of dividing the District spatially. The division will follow that set out in the Local Development Framework in order that the district is approached in a consistent manner for development and transport related work.

The alternatives considered for the LTP vision, goals and policies were,

- Maintain existing vision, goal or policy
- Have no vision, goal or policy
- Have a new vision, goal or policy

The transport vision, goals and policy options for West Berkshire have been tested against the SEA objectives to identify a preferred vision, goal and policy approach.

The scores achieved for the vision, goals and policies through this testing process are all shown in the SEA matrix tables in Appendix 3 with the process described in the following sections.

#### **4.2.1 Vision – options**

##### **Option 1 – Maintain Current LTP2 Vision**

LTP2 has a vision statement to “Develop effective sustainable transport solutions for all”. This Vision statement underpins the whole LTP providing a general direction for Transport across the District.

This option does not have any negative effects on the environment. It sets out a broad outline for Transport across the district, which encourage sustainable transport solutions.

##### **Option 2 – No Vision**

The new LTP could not have a Vision statement, leaving each area of Transport across the District to decide its own preferred direction of travel.

This option would not have a directly negative effect on the environment, but it does not help to protect or enhance it.

##### **Option 3 – New Vision**

The proposed Vision for the new LTP builds on the Vision of LTP2. The new Vision includes an additional paragraph which helps to explain the direction and rationale behind the proposed vision. The vision is not intended to be anti-car, as it is recognised that for many people in West Berkshire the car is an important mode of transport, however it aims to challenge people to look at how they travel and consider alternatives to the car where these are possible.

This option does not have any negative effects on the environment. The additional paragraph included in this option gives more direction to transport decisions across the district therefore, scores higher than option 1. The proposed option will not have any negative effects on the environment and therefore no mitigation measures need to be considered.

#### 4.2.2 Goals – options

##### Option 1 – Maintain current LTP2 objectives

This scores very highly on the SEA matrix.

##### Option 2 – No Objectives

Having no objectives would not have a directly negative effect on the environment as each scheme would be considered on an individual basis, however it would not actively protect or enhance the environment.

##### Option 3 – General Transport Goals

The general transport goals cover five areas where transport can play an important role. The goals themselves give simple outline direction for transport, but are accompanied by a more detailed description explaining the goals. This further information was not included in this assessment, as it is not seen as part of the objective itself.

The general transport goals have been devised nationally to ensure that transport will support and enhance the national need for transport link while protecting the impact of this on the wider environment. For this reason the general transport goals score highly on the SEA matrix.

##### Option 4 – New Local Goals

The new local goals are a combination of the current LTP2 objectives and the general transport goals. They provide a more detailed approach to the current LTP2 objectives, while picking up on the theme of the general transport goals at a local level.

As the new local goals are a combination of existing objectives and the general transport goals they score very highly on the SEA matrix, making this option the preferred option. Slight changes to the new goals have been made to improve their score further.

#### 4.2.3 Policies – options

For each of the proposed LTP policies three options were considered. Firstly to have a new focused policy, secondly to maintain the current LTP approach or objectives and thirdly to have no policy. For all policies the option of having no policy was not considered appropriate and, although it may not necessarily lead to negative impacts on the environment, there would be no beneficial environmental effects. For all the policies tested the new policy was considered more appropriate than maintaining the current LTP2 approach. The following sections look at each of the policies tested and describe why this new policy was considered more appropriate than maintaining the existing LTP2 approach. The SEA matrix that supports this work can be found in Appendix 3.

##### 4.2.3.1 *Travel Choice (K1)*

Under LTP there was no specific approach to offering travel choice. Although sustainable travel modes were considered and there was some active promotion of alternatives to the car, having a specific policy will allow a much

more targeted approach to travel choice. The proposed policy is not predicted to have a negative impact on the environment, rather for many of the SEA objectives there will be a slight positive impact on the environment of introducing this policy as it works towards encouraging sustainable modes of travel, with the environmental and health benefits that this offers.

#### **4.2.3.2 *Minimising Congestion (K2)***

Under LTP2 there was no specific policy relating to minimising congestion, although the approach taken throughout LTP2 was to minimise congestion where possible. The new LTP proposes a focused policy to minimise congestion. Working towards minimising congestion score positively against many of the SEA objectives as the alternatives to the car (walking, cycling etc.) have additional environmental and health benefits regarded as a knock-on effect of minimising congestion.

#### **4.2.3.3 *Accessibility (to services (K3) and equality and inclusion (K4))***

Under LTP2 there was a single accessibility strategy which primarily covered access to services for all those living and working in West Berkshire. Although neither Accessibility policies predict a negative impact on the environment, the existing approach scores more highly than the proposed new policy approach where the two new policies are considered separately. Under the new approach the two accessibility policies focus on access to services (policy K3), and on equality and inclusion (policy K4). If these two policy scores are combined this new approach scores higher than the existing LTP2 approach. Although it has been decided to keep the two accessibility policies separate within the draft LTP for consultation, there is the option to combine them for the final document if this is felt to be more appropriate and beneficial.

#### **4.2.3.4 *Climate Change (K5)***

Several options were considered for the climate change policy. LTP2 did not have a specific climate change policy or approach. Including climate change in the LTP has been strengthened through it being a new key area in the 2009 LTP guidance. Four options were considered for this policy. Firstly an energy saving policy, secondly a carbon reduction policy, thirdly a climate change policy and lastly having no specific policy with climate change being picked up by other policies. Each of these policy options were tested against the SEA objectives, with the specific climate change policy (including reference to energy saving and carbon reduction) scoring very highly. Having no policy was considered to have a negative impact on the environment and therefore, was not considered as an appropriate option. Tackling climate change scores highly on the SEA matrix as many of the items included in the policy focus specifically on reducing pollution and carbon emissions which has a positive impact on the environment and health.

#### **4.2.3.5 *Air Quality (K6)***

Under LTP2 air quality was not a key issue in West Berkshire and this is reflected in the main approach to air quality in the existing LTP2 focusing on improvements to monitoring quality and coverage. Towards the end of LTP2 this monitoring identified an issue in one area in the district and possible issues in another. Further monitoring led to an AQMA being declared in 2009.

In response to this the new LTP considers air quality as needing a specific policy. The policy scores relatively highly on the SEA matrix, and although air quality can have an impact on the historic environment, in West Berkshire the AQMA and 'issue areas' are not located in historically significant areas and therefore this has not been included in the policy.

#### **4.2.3.6 Highway Maintenance (K7)**

The Council's approach to highway maintenance was not specifically set out in LTP2 through a policy. The development of the TAMP during LTP2 has helped to propose a policy for maintenance in the new LTP. The proposed policy scores positively on the SEA matrix as it aims to improve safety for all users as well as maintain the highway network and material assets.

#### **4.2.3.7 Road Safety (K8)**

Both the existing and the proposed LTP policy approaches have the same scores when compared to the SEA objectives. The proposed new policy is based upon the existing approach in the LTP2 strategy. Whilst not causing a negative impact on the environment there will be few positive benefits to the environment from improving road safety. This policy is focused on the main significant benefit for improving the health and wellbeing of the population and decreasing inequalities.

#### **4.2.3.8 Passenger Transport (K9)**

Under LTP2 the passenger transport strategy set out objectives for improving access to passenger transport services and as a way of improving accessibility. The LTP2 approach is also about improving rural accessibility, especially for those without access to a car. This approach scores better on the SEA matrix than the proposed LTP policy. This is mainly due to the proposed policy being an overarching general policy with a number of specific supporting policies sitting beneath it. This key passenger transport policy with specific supporting policies means that this proposed new policy will generally score higher on the SEA matrix than the current LTP2 approach.

#### **4.2.3.9 School Travel (K10)**

Under LTP2 there was no specific policy relating to school travel. During the LTP2 period school travel initiatives have grown through the development of School Travel Plans and the Sustainable Modes of Travel Strategy (for Schools). To reflect these changes a school travel policy is proposed as part of the new LTP. The proposed school travel policy scores highly against the SEA matrix as it works to reduce car travel to school and educate children in relation to the environmental, social and health benefits of active and sustainable travel to school.

Under LTP2 school travel was only included as part of the Travel Plan strategy. While this scores well, having a specific policy adds emphasis to the work carried out to encourage sustainable travel to school.

#### **4.2.3.10 Parking (K11)**

Under LTP2 parking is dealt with through the Local Plan parking standards and cycling parking guidance note. This approach scores slightly positively on the SEA matrix, but the proposed new policy, which takes into account

proposals through the LDF and other recent guidance and approaches will have a stronger positive effect. Although there may not be a specific positive approach to many of the environmental issues raised by the SEA objectives the approach will result in a much more sustainable approach to parking which will have a positive knock-on effect on the environment.

#### **4.2.3.11 Freight (K12)**

The existing LTP2 approach to freight comes from the freight strategy. This is focused mainly on establishing network of suitable freight routes through the district. The proposed LTP policy is more focused, taking account of new developments and the impact that freight movements can have on the environment. The proposed policy does not currently make reference to air quality. As freight movements in the district affect air quality the policy will be changed to include reference to improving air quality. With this change the proposed policy scores more positively against the SEA objectives.

#### **4.2.3.12 New Development/LDF (K13)**

LTP2 did not set out a specific approach to new development in terms of transport, all transport aspects of new development were considered through the Local Plan policies. With the development of the LDF a specific policy relating to transport and new development was considered appropriate within the new LTP. The proposed policy scores very highly on the SEA matrix as it works to minimise the traffic and transport impacts of new development by promoting sustainable modes of travel rather than private car use.

#### **4.2.3.13 Health and Leisure (K14)**

The encouragement of transport for health and leisure purposes and a much closer integration with Local Transport Plans is something that has grown in importance throughout LTP2. The proposed policy for the new LTP therefore seeks to improve access to facilities, including the countryside, for leisure and health purposes. The development and improvement of the rights of way network will help to preserve the natural environment for people's enjoyment and therefore will enhance the facilities which already exist. Although the policy implies that improvements will be for all, by specifically mentioning this in the policy it scores even higher on the SEA matrix.

#### **4.2.3.14 Cross Boundary and Partnership Working (K15)**

This policy is based on processes and good value for money, and therefore does not have an impact on the SEA objectives. There will be no negative effects of this policy on the environment and any works being delivered as a result of this policy will consider their environmental impacts on an individual scheme basis.

#### **4.2.3.15 Highway Management (NMP1)**

The proposed policy reflects the development of the network management plan which was developed towards the end of the LTP2 period. Under LTP2 no specific policy approach was included. The proposed policy scores highly against the SEA matrix as it looks to maintain assets and manage the road network in a sustainable way which will not impact on the environment.

**4.2.3.16 Intelligent Transport Systems (NMP2)**

Under LTP2 there is no formal approach to ITS. The proposed policy scores positively on the SEA matrix as ITS aims to provide drivers with information which will help to reduce congestion in the district's urban areas. This will have positive knock-on effects on the environment as it will reduce congestion and emissions and should help to improve air quality.

**4.2.3.17 Town Centre Parking (P1)**

Under LTP2 there was no specific policy approach to parking included in the document. The proposed LTP policy aims to ensure that all modes of travel are catered for when considering town centre parking, not just the car. As a result of this the proposed new policy scores quite highly on the SEA matrix as it aims to improve access and inequalities, but it also works towards the promotion of sustainable modes of travel which help to reduce emissions and improve air quality.

**4.2.3.18 Residential Parking (P2)**

Throughout LTP2 residential parking areas have developed but there was no specific policy approach included in the document. The proposed policy approach is expected to have a neutral effect on the environment. The policy does not specifically aim to improve the environmental conditions, but a knock-on effect of the policy, which aims to regulate residential parking, will encourage people to consider alternatives to the private car and so could have benefits to the environment in the longer term.

**4.2.3.19 Parking Standards (P3)**

Under LTP2 parking standards were dealt with through the Local Plan. With the development of the LDF the local plan will be superseded and so a parking standards policy is proposed for the LTP to build on the existing local plan policy and other guidance on parking standards. The proposed policy scores positively against the SEA matrix as it aims to reduce reliance on the private car while providing a level of parking that is required and necessary for each type and location of development.

**4.2.3.20 Parking enforcement (P4)**

Under LTP2 parking enforcement was carried out by the police. Changes during the LTP2 period have meant that the Council are now responsible for parking enforcement. As a result of this the proposed new policy aims to focus the enforcement work on areas where parking is dangerous or unsafe. Although this does not score very highly on the SEA matrix there will be no negative effects on the environment from this policy.

**4.2.3.21 Walking (SC1)**

Under LTP2 there was a separate walking strategy with its own objectives. These objectives, as could be expected, score very highly on the SEA matrix. The proposed new policy is based on and builds upon the existing objectives, meaning that it also scores very highly on the SEA matrix. The new policy makes reference to maintenance of the network which means that this policy is given a higher SEA score than the current LTP2 objectives.

**4.2.3.22 Cycling (SC2)**

Under LTP2 there was a separate cycling strategy with its own objectives. These objectives score very highly on the SEA matrix, as would be expected. The proposed new policy is based on and builds upon the existing objectives. Having a policy rather than objectives gives a stronger basis for works, but also means that there can be a specific focus on aspects of cycling. The new policy makes reference to maintenance of the network and therefore, scores more highly on the SEA matrix than the existing objectives.

**4.2.3.23 Travel Planning (SC3)**

The Travel Plan Strategy developed under LTP2 scores very highly against the SEA objectives, as it is specifically focused on improving access to services through travel planning. The initial proposed new policy does not score quite as highly. Following the SEA scoring process the wording was changed to improve the policy and include reference to improving accessibility. This proposed amended policy scores the same as the LTP2 objectives, but the use of a policy rather than objectives provides a stronger basis for the work associated with the topic.

**4.2.3.24 Car Sharing/Car Clubs (SC4)**

Car sharing was mentioned as part of the LTP2 travel planning strategy, but there was no reference to car clubs or any specific reference to how the objectives would be delivered. The proposed policy aims to reduce the reliance on the private car, with positive knock-on effects on the environment, air quality and congestion.

**4.2.3.25 New Technology (SC5)**

New technology is not something that was considered specifically within a policy or strategy as part of LTP2. The use of new fuel technologies, electric vehicles and changes in working patterns are all being promoted as ways to reduce the need to travel and, where travel is needed, reduce the harmful effects on the environment of travelling. The proposed policy puts a framework in place to allow the Council to investigate and work with partners to develop and promote the use of new technology which has a positive knock-on effect on the environment, air quality and congestion.

**4.2.3.26 Branding / Marketing / Promotion (SC6)**

Under LTP2 there was no specific approach to branding, marketing or promotion. The promotion and provision of information relating to sustainable modes of travel raises awareness of these modes and the proposed policy provides coordination for the work needed to achieve this. The promotion of alternatives to the car automatically scores positively for aspects on the SEA matrix as it helps to protect the environment, reduce congestion and improve air quality.

**4.2.3.27 Bus Services (PT1)**

Under LTP2 all reference to bus services was included in the general passenger transport strategy. Although the strategy objectives score highly on the SEA matrix, the nature of the proposed LTP policy means that having a



specific policy will allow more focused works relating to bus services. The proposed policy scores positively on the SEA matrix, and the knock-on effects of successful implementation of policy (modal shift towards buses) will have greater environmental benefits than that shown on the SEA matrix.

#### **4.2.3.28 Community and Voluntary Transport (PT2)**

Under LTP2 there was no reference to community and voluntary transport in the Passenger Transport Strategy objectives. The proposed policy works towards improving accessibility to services for those living in rural areas who may not otherwise be able to reach the services they need, particularly health. The policy scores positively on the SEA matrix and the knock-on effects of successful implementation of the policy will have greater environmental benefits than shown on the SEA matrix.

#### **4.2.3.29 Rail (PT3)**

The LTP2 approach (through the Passenger Transport Strategy objectives) did not make specific reference to rail services although there is reference to encouraging modal shift to passenger transport. Having a specific rail policy will mean more focused work and scores positively on the SEA matrix. As one of the main aims of the policy is to encourage rail travel rather than car travel the knock-on effects of the policy on the environment (eg. air quality), congestion and emissions will be positive.

#### **4.2.3.30 Taxis and Private Hire Vehicles (PT4)**

Taxis and private hire vehicles were not specifically discussed as part of the LTP2 objectives meaning a specific policy on this will have a positive impact. The proposed policy scores positively on the SEA matrix although there is scope for further improvement to the policy if it was to refer more specifically to the contribution taxis and private hire vehicles could have to the environment, through the use of alternative fuels or other changes in technology.

#### **4.2.3.31 Info, Promotion and Ticketing (PT5)**

The LTP2 objectives have a specific approach to information, promotion and ticketing. The proposed policy aims to encourage passenger transport use through making sure people are aware of what is available and making sure that ticketing is as easy as possible. On the SEA matrix the policy scores positively, although there is the option to change the policy to be more specific about the impact on accessibility and equalities which would result from the implementation of this policy. Any changes to the policy will come through the LTP consultation.

#### **4.2.3.32 Infrastructure and Interchange (PT6)**

The LTP2 approach makes some reference to improving infrastructure for passenger transport and interchange between modes. The proposed LTP policy provides a stronger base for delivery and scores positively on the SEA matrix. Improving the infrastructure and interchange should encourage people to transfer to using passenger transport modes rather than the private car and therefore this policy should have positive knock-on effects on the environment, congestion and emissions.

#### 4.2.3.33 *Park and Ride (PT7)*

Under LTP2 there is no consideration for park and ride. The proposed policy sets out the intention to investigate the feasibility of park and ride. If park and ride was feasible it would have significant positive impacts on the environment, congestion and emissions as it would be specifically targeted at commuters. As a result, the proposed policy scores positively on the SEA matrix.

#### 4.2.3.34 *Summary*

Overall, the proposed LTP policies will have a strong positive impact on the environment. No negative impacts are predicted, and individual projects when proposed will consider their specific impact on the environment to ensure no permanent damage is done, and where there is an impact mitigation measures are put in place to reduce or prevent any impact.

## 5 Monitoring

### 5.1 Aims of Monitoring

Monitoring provides the means by which the Council can measure the performance of the LTP against the SEA objectives and targets. Effective monitoring can be used to manage and reduce uncertainty, improve knowledge about West Berkshire's environment and enhance the Council's accountability through transparent and accurate reporting.

### 5.2 Monitoring proposals

In order to provide means by which the environmental performance of the LTP can be measured against the SEA objectives, a series of targets and indicators have been devised, alongside the general LTP monitoring to ensure consistency, efficiency and integration. The table below outlines the chosen indicators and targets.

Topic	SEA Objective	Indicator	Target
Population and Human Health	<b>SEA1</b> To improve access to key services and facilities with reference to sustainable modes / reducing the need to travel	Accessibility to key services and facilities (% of households within 30 minutes of town centres using public transport / walking)	LAA accessibility target
	<b>SEA2</b> Improve health and well being and reduce inequalities	Number of pupils walking/cycling to school Number of people cycling	School Travel target  Increase Cycling numbers Distance of foot/cycle paths
Environment	<b>SEA3</b> Ensure that the natural and built environment is conserved and enhanced	Number of transport schemes providing landscape and street scene enhancements	Target to be confirmed (could include: Green infrastructure Traffic Volumes)
	<b>SEA4</b> Ensure biodiversity is	Number of transport schemes incorporating	Natural England target for SSSIs in favourable

	conserved and enhanced	biodiversity enhancements	or unfavourable recovering condition Change in condition (extent and pattern) of semi-natural habitat. Biodiversity Action Plan and Biodiversity Opportunity Areas
	<b>SEA5</b> Ensure that flood risk is not increased and where possible minimised	tbc	tbc
	<b>SEA6</b> Protect and improve air quality throughout West Berkshire	Nitrogen dioxide levels	Keep concentrations below EU objective levels
	<b>SEA7</b> Reduce emissions contributing to climate change and ensure adaptive measures are in place to respond to climate change	Carbon Dioxide levels	Reduce CO <sub>2</sub> emissions in line with Council's climate change strategy target
	<b>SEA8</b> Ensure the historic environment is conserved and enhanced	Number of listed buildings 'at risk' Number of scheduled monuments 'at risk' <sup>1</sup>	Target to be confirmed
Heritage and Assets	<b>SEA9</b> Ensuring good transport links by maintaining material assets	Accessibility Maintenance NI 168 and 169	LAA Accessibility target ROWIP targets

It is intended that these indicators will be used in monitoring the implementation of the plan, and its continuing progress towards achieving sustainable development objectives. As such it is proposed that the indicators will prompt the initiation of various new monitoring programmes which will allow the determination of future trends to be identified more accurately and thus will enable environmental conditions within West Berkshire to improve.

The targets and indicators are suggested as a way of monitoring the LTP. The monitoring and implementation plan for the LTP are outlined within the LTP document. This details the 'what, how, why, when and who' of all the actions resulting from the Plan, including actions to monitor its environmental effects.

## 6 Conclusion

The purpose of this report has been to document the strategic environmental assessment of the policies and strategies that have been prepared for the LTP, and to document how the SEA process has been integrated into its development.

<sup>1</sup> Defined by English Heritage as buildings or structural monuments which, if their condition is not stabilised, could be permanently damaged or lost.

In doing so, the report has included the baseline planning and environmental context that has been used to identify the environmental constraints and opportunities facing the District. The SEA objectives that have been used to assess the potential effects of the plan are also provided, together with an assessment of the vision, objectives and policies proposed for the LTP compared with other options considered.

Overall the LTP scores positively and there are few, if any, adverse effects predicted and therefore no mitigation is required. Some suggestions are made for possible re-wording which would add to the beneficial effects caused by the plan. A programme for monitoring has been incorporated into the LTP monitoring programme.

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### Appendix 1- Consultation responses

Organisation	Reponses	Comments
Environment Agency (26 <sup>th</sup> January 2010)	Page 11 states that a water objective will not be taken forward, because Transport Plan is unlikely to have a significant impact on water resource. Likely to be true in relation to water use. Areas of West Berkshire are at risk form Flooding and this risk must not be increased. Recommend including an objective specifically related to flood risk.	Flooding objective will be included
English Heritage (15 <sup>th</sup> January 2010)	<p>Heritage as a topic has been grouped with material assets. Not appear to be an appropriate association and agree that cultural heritage should be grouped with other environmental considerations. Either by moving SEA objective SEA8 to the Environment section, or amending SEA objective SEA3 to refer to the natural, build and historic environment.</p> <p>Section 2.3.2.1 baseline on landscape, but does not include townscape, but this is included in SEA Objective SEA3. Limited baseline on cultural heritage, not all locally important historic environmental features are conservation areas. Assertion that LTP may not have a direct impact on WB's cultural heritage is improbable.</p> <p>No explanation of what is meant by 'at risk' or what the current position is. Would be helpful if the indicator included some measures to gauge the enhancement aspect of the objective (Table 4)</p>	<p>Moved heritage under environment section</p> <p>Include description of Townscape in baseline. Recognition that LTP will not directly impact heritage, but enhance?</p> <p>Define risk – based on EH definition</p>
Natural England (14 <sup>th</sup> April 2010)	<p><b>Section 2.3 Baseline data.</b> Advise that all baseline data should be clearly summarised to provide a baseline which LTP can easily be measured against. Report does not identify what are considered to be the main implications of LTP for landscape, nature conservation and countryside access.</p> <p><b>Section 3.1 Soil and Water.</b> Should be some consideration of the potential impacts of new road infrastructure on soil and hydrology, especially where</p>	<p>Identify main implications of LTP on Landscape, nature conservation and countryside access</p> <p>Consideration of</p>

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	<p>land take is involved or there may be modification of groundwater and surface water regimes.</p> <p><b>Section 2.3.1.2 Health</b> Welcome recognition that the LTP should contribute to increased levels of physical activity. Should also include reference to contributions towards health objectives through extension and improvement of public access and green infrastructure networks.</p> <p><b>Section 2.3.2.1 Landscape</b> Need to stress the importance of the North Wessex Downs AONBs. PPS7 section 85 of CROW Act 2000 requires consideration of effects on AONBs. Scoping report should make reference to statutory duties. Advise use of Landscape Character Assessment to underpin decisions affecting the landscape.</p> <p><b>Section 2.3.2.2 Biodiversity, flora and fauna</b> needs to consider any nationally or internationally designated sites outside the district boundary which could be significantly affected by LTP. PPS9 statutory protection afforded to SSSIs and SACs. SACs within LTP areas need to be considered by HRA. HRA process should be explained in the SEA, even though they should be reported separately. Should be positive reference to the enhancement of biodiversity through the LTP. Geodiversity should be specifically mentioned.</p> <p><b>Section 2.3.2.3 Soil</b> best and most versatile agricultural land refers to grades 1,2, 3a (not just 1 as mentioned in report). Soil should be taken into consideration where new road infrastructure is being considered.</p> <p><b>Section 2.3.2.4 Water</b> need to consider implications of road schemes in changing existing hydrological regimes.</p>	<p>potential impacts on soil and hydrology of new roads</p> <p>Enhance mention of benefit from LTP for health</p> <p>More info on AONB</p> <p>Mention of HRA.</p> <p>Don't agree with point 1. point 2, will be further consideration along side water (see point below)</p>
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	<p><b>Section 2.3.2.5 Air</b> needs to refer to potential impacts on biodiversity as well as human health. Standards are set out in UK air Pollution Information System (APIS).</p> <p><b>Section 2.3.3.1 Material Assets</b> reference to expanding cycle/foot path network to increase environmental sustainability. Should be specific reference to integrating ROWIP.</p> <p><b>Table 4</b>  <b>SEA2</b> add indicators for additional length of cycle routes, footways, bridleways access routes and improved connectivity of the cycleway/footpath network and contributions to accessible natural greenspace standards  <b>SEA3</b> add indicators/targets for green infrastructure delivery, traffic volumes at sensitive sites. Views of the AONB unit should be sought for further indicators/targets</p> <p><b>SEA4</b> indicators/targets added for change in condition, extent and pattern of semi-natural habitat (inc. BAP habitats, statutorily protected sites, locally important sites  <b>SEA5</b> add indicators/targets for air quality relating to designated sites of nature conservation importance and include the provision or enhancement of green infrastructure.</p>	<p>Impacts on biodiversity to be considered</p> <p>Access to cycle/footpath network (ROWIP) added</p> <p>Include</p> <p>Links with green infrastructure proposals in the LDF to be strengthened (Policy CS19). Sensitive sites are not impacted upon by traffic therefore traffic volume indicator not needed.  Areas will not be affected by LTP.  Monitored by TVERC (Tames Valley Environmental Recorder Centre).  Sites not close to key transport corridors (main cause of poor air quality</p>
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	<p><b>SEA6</b> include targets for adaptation to climate change, and refer to reducing CO<sub>2</sub> emissions</p> <p><b>SEA7</b> include contributions to ROWIP</p> <p>Appendix also include consideration of ROWIP, regional and local biodiversity action plans, species action plans, habitat action plans, minerals and waste plans and Flood Risk Assessment/Catchment management plans. Core Strategy SA could also have a useful list of plans/projects that should be considered. Should also provide info on LTP's relationship with other relevant plans and programmes. Structure and content should address the requirements of Regulation 12(3) and Schedule 2 of SEA Regulations). This will help to identify any external social, environmental or economic objectives that should be taken into account in the SA of the plan.</p>	<p>in WB) therefore additional AQ monitoring cannot be justified.</p> <p>Include</p> <p>Include</p> <p>Ok</p>
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## SEA Environmental Report

### Appendix 2 – Policy context

The policy background outline below takes into account the most relevant policies at national, regional and local level in relation to the LTP. Policies at each level should take into account policies at the level above and therefore not all strategies and policies which are available have been included. Almost all journeys are made as a consequence of undertaking other activities (rather than just travelling) and therefore the LTP must demonstrate an understanding of the wider context and cross-cutting themes which relate to transport. Where the SEA is concerned the quality of the environment needs to be considered when preparing the LTP.

	Document	Key Factors	Applicable to LTP3 and to be further considered as part of the SEA
<b>National Policy</b>			
1.	The Future of Transport – A network for 2030 (DfT 2004 White Paper)	Sets out the Government’s strategy for transport over the next 30 years. Emphasis on the Government’s five key objectives for transport (environment, safety, economy, accessibility and integration)	The document is directly concerned with transport and therefore LTP needs to consider the objectives of this plan
2.	Delivering a Sustainable Transport System (DfT, 2008)	Takes forward the Government’s “Towards a Sustainable Transport System” published in 2007. Sets out national transport investment and policy plans for 2014 and beyond. Sets out a new approach to strategic planning following the recommendations of the Eddington Study (transport’s role in UK’s productivity and competitiveness) and the Stern Review (Economics of Climate Change). Contains five broad key goals for transport: <ul style="list-style-type: none"> <li>• Economic growth,</li> <li>• tackling climate change,</li> <li>• better safety security and healths,</li> <li>• equality of opportunity,</li> </ul>	Directly concerned with transport and delivery of sustainable transport systems. Sets out 5 key goals which LTPs must consider

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		<ul style="list-style-type: none"> <li>• improved quality of life and promoting a healthy natural environment</li> </ul>	
3.	Planning Policy Guidance 13 (PPG 13) – Transport (ODPM, 2001)	<p>Seeks to promote the integration of transport and planning at all levels of governance. Three objectives:</p> <ul style="list-style-type: none"> <li>• Promoting sustainable travel choices (people and freight)</li> <li>• Promoting accessibility to everyday activities and key facilities</li> <li>• Reduce reliance on the car</li> </ul>	Directly concerned with transport. LTPs must follow the objectives set out in this PPG
4.	Planning Policy Statement 9 (PPS 9) – Biodiversity and Geological Conservation (2005)	<p>Sets out the Government’s objectives from <i>Working with the Grain of Nature: a biodiversity strategy for England</i> which include:</p> <ul style="list-style-type: none"> <li>• Promotion of sustainable development</li> <li>• Conservation, enhancement and restoration of the diverse nature of England’s wildlife and geology</li> <li>• Contributing to urban renaissance</li> <li>• Contributing to rural renewal</li> </ul>	The LTP should help to ensure that biodiversity is maintained and enhanced
5.	Planning Policy Guidance 15 (PPG 15) – Planning and the Historic Environment (1994)	The guidance states that the protection of the historic environment (listed buildings, conservation areas, parks and gardens and battlefields) needs to be taken fully into account in the formulation of authorities’ planning policies and in development control	The historic environment should be considered in the preparation of the LTP
<b>Regional Policy</b>			
6.	The South East Plan (GOSE, 2009) RSS for the South East of England	<p>Provides the overall spatial vision for the South East region. Provides the regional framework against which local participation in creating strategic documents takes place. Sets out the regional housing numbers, and LDFs are required to allocate land to facilitate the delivery of these dwellings. Incorporates the regional transport strategy,</p>	Directly connected with development and transport in the South East, and the objectives must be considered in the LTP

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		<p>which sets out the key challenges facing the regions transport systems and identifies the need to rebalance the transport system in favour of sustainable modes. The objectives most relevant are:</p> <ul style="list-style-type: none"> <li>• Facilitating urban renaissance and social inclusion by rebalancing the structure and use of the transport system (modal shift etc)</li> <li>• Reduce the wider environmental, health and community impact associated with reliance on SOVs</li> <li>• Maintain existing transport infrastructure as an asset</li> <li>• Develop road and rail links that improve inter and intra-regional connectivity</li> <li>• To improve and develop transport connections to the region’s international gateways (ports/airports)</li> <li>• Improve strategic road and rail links within and to the Western Corridor and Blackwater Valley to maintain economic success.</li> </ul> <p>The SE Plan also contains a policy framework to provide the context for other regional strategies and local policy documents. These include:</p> <p>T1 – Manage and Invest  T2 – Mobility Management  T5 – Travel Plans and Advice  T6 - Communications Technology  T7 – Rural Transport  T8 – Regional Spokes  T11 – Rail Freight  T12 – Freight and Site Safeguarding</p>	
7.	Action for	Provides a regional overview of biodiversity and sets	Transport can have an effect on

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	Biodiversity in South East England (South East Biodiversity Forum, 2001)	regional biodiversity objectives, priorities and targets.	biodiversity, and the SEA requires that biodiversity is considered when assessing the LTP
8.	Water Resources for the future – A strategy for the Thames Region (Environment Agency)	The strategy looks at issues relating to current water usage and availability but also looks to the future (25 years ahead) considering the changes that might take place. The strategy shows that in some scenarios without action to manage demand and reduce leakage, there will be increased pressure on water resources in the future.	Although water resources are not something specifically related to the LTP the SEA requires that water is considered when assessing the plan
<b>Local Policy</b>			
9.	Council Plan 2007-2011 (2009 refresh)	The council plan outlines the Council's priorities and main focus of activities between 2007 and 2011. There are 16 themes which reflect what the council needs to do to deliver key objectives. Those relating to transport are: Cleaner Greener Better Roads and Transport Thriving Town Centres Vibrant villages A Healthier Life High Quality Planning Including everyone	LTP must help to deliver the Council's key priorities
10	A Breath of Fresh Air – A Sustainable Community Strategy for West Berkshire to 2026 (West Berkshire Partnership)	The document outlines key themes to focus WBP's attention: Prosperous Accessible Greener Safer Healthier communities and individuals	LTP should support the outcomes of these key themes

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11	West Berkshire Climate Change Strategy and Action Plan (WBP)	<p>The strategy looks at establishing a framework for tackling the causes and consequences of climate change across the district. The strategy looks at the domestic, industrial, commercial, public and road transport sectors for both carbon reduction and adaptation activities. Road Transport is the largest source of CO<sub>2</sub> emissions in West Berkshire (at 48%). Actions relating to reducing carbon emissions from transport need to integrate with policy coming down from international levels. The strategy proposes a series of short-term actions:</p> <ul style="list-style-type: none"> <li>• Minimise traffic generation and promote walking, cycling and public transport through close development of the LDF alongside the LTP</li> <li>• Support improvements to local bus services (inc. shelters and RTPI)</li> <li>• Promotion of sustainable travel opportunities in the Council</li> </ul>	
12	A Rural Strategy for West Berkshire 3 <sup>rd</sup> Draft October 2008 (WBP)	<p>This is part of the wider Sustainable Communities strategy, and contains a number of key issues that cross-cut with the local transport agenda. It has helped shape a vision for Rural West Berkshire in 2026. The following transport related elements are included:</p> <ul style="list-style-type: none"> <li>• Access to key public services for residents of rural communities will have been improved</li> <li>• Residents in rural towns and villages will have greater opportunity to take part in leisure activities</li> <li>• Provision and table up of sustainable public transport connections between rural communities and major centres</li> </ul>	Accessibility in rural areas needs to be considered in the LTP

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		<ul style="list-style-type: none"> <li>• Introduction of sustainable transport solutions contributing to reducing carbon emissions in the district.</li> </ul> <p>A series of priority outcomes have also been developed:</p> <ul style="list-style-type: none"> <li>• An accessible Rural community</li> <li>• A safer rural community</li> </ul>	
13	Health and Well-being Strategy 2006-2009 (WBP, 2007)	Aims to improve the health and well-being of everyone across the district.	although transport is not a key playing in terms of this theme area, it does have a supporting role in some of the work (eg. the role of walking and cycling in helping to tackle obesity and increased physical activity)
14	West Berkshire Local Transport Plan 2 (2006/07-2010/11)	<p>This is the current LTP for West Berkshire and sets out the Council's strategy for transport to serve the needs of residents, businesses and visitors in the district. The overarching Vision of LTP2 it "To develop effective sustainable transport solutions for all." LTP2 takes account of the 4 shared priorities for transport identified by the government and the local government association, and these have been locally prioritised as follows:</p> <ol style="list-style-type: none"> <li>1. Accessibility</li> <li>2. safer roads</li> <li>3. congestion</li> <li>4. Air Quality</li> </ol> <p>five objectives were devised taking into account these shared priorities and the "Quality of Life" theme from the Sustainable Communities policy stream:</p> <ul style="list-style-type: none"> <li>• To improve travel choice and encourage sustainable travel</li> <li>• To maintain and make best use of West Berkshire's</li> </ul>	LTP2 will form the basis for LTP3

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		<p>transport assets for all modes</p> <ul style="list-style-type: none"> <li>• To improve access to employment, education, health care, retail and leisure opportunities</li> <li>• To improve and promote opportunities for healthy and safe travel</li> <li>• To minimise the impact of all forms of travel on the environment</li> </ul> <p>A number of individual strategies were prepared, some mandatory relating to the shared priorities and other were considered key to LTP2</p>	
15	West Berkshire Local Development Framework Core Strategy (draft 2009)	<p>The core strategy sets out the overall spatial vision for how the district should develop in the future, and will provide the basis for all other planning documents. Following the preferred options consultation in mid-2009 the draft core strategy is being developed. The core strategy considered that the best place for new development is within or on the edge of existing urban areas, where there is good access to local services and facilities and to urban centres to help encourage sustainable forms of travel wherever possible. A phase 1 and 2 transport assessment has been carried as part of the evidence base for the core strategy and to assess the potential strategic development sites being considered as part of this process. Further assessment work is being undertaken to explore the mitigation measures that will be required for each other preferred sites.</p>	The LDF defines where new development will go. The LTP needs to work with the LDF to mitigate/plan for the transport needs of these new developments and promote sustainable travel options
16	West Berkshire Sustainable Modes of Travel Strategy	<p>High levels of car ownership and road congestion in West Berkshire mean that promoting alternative modes of travel to the car are very important. SMoTS explains how the</p>	This strategy is key to promoting sustainable modes of travel to school, and therefore will be included as a

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	(SMoTS) for Schools	<p>Council intends to do this in relation to travelling to school. The following objectives have been set:</p> <ul style="list-style-type: none"> <li>• To support sustainable modes of travel to school in all areas of the district</li> <li>• Support improved accessibility to education and hence employment, retail, health and leisure opportunities</li> <li>• Reduce the use of the car for journeys to school within urban areas of the district</li> <li>• Encourage walking and cycling to school wherever there is an opportunity to do so in a safe environment</li> <li>• Increase use of, and enjoyment of passenger transport for the journey to school</li> <li>• Consider sustainable modes of travel for schools across a range of policy areas (eg. road safety, traffic management, education and health) and encourage co-ordination between these areas</li> </ul>	separate strategy under the LTP
17	North Wessex Downs AONB Management Plan (The Council of Partners, 2004)	74% of West Berkshire is covered by the AONB. The plan outlines the 20 year plan for the AONB, with the vision that “ the AONB is for vibrant rural communities with a sustainable rural economy, offering local employment to local people”	The AONB covers a large area of West Berkshire, and therefore must be considered when preparing the LTP



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## Appendix 3 – SEA/LTP vision and policy Matrix

### Vision statement and goals

SEA Objectives/LTP Objectives	SEA1 To suppose access to key services and facilities with a focus on sustainable modes	SEA2 Improve health and well being and reduce inequalities	SEA3 Ensure that the natural and built environment is conserved and enhanced	SEA4 Ensure biodiversity is conserved and enhanced	SEA5 Ensure that flood risk is not increased and where possible minimised	SEA6 Protect and improve air quality throughout West Berkshire	SEA7 Reduce emissions contributing to climate change and ensure adaptive measures are in place to respond to climate change	SEA8 Ensure the historic environment is conserved and enhanced	SEA9 Ensuring good transport links by maintaining material assets	Score
Current LTP2 Vision	+	+	0	0	0	0	+	+	0	4
No vision	0	0	0	0	0	0	0	0	0	0
New Vision	++	+	+	0	0	+	+	+	++	9
				Rachael Obin: environemnt includes historic, built and natural environment				Rachael Obin: no mention of climate change specifically		
Maintain current LTP2 Objectives	++	++	+	0	+	+	+	+	++	11
No Objectives	0	0	0	0	0	0	0	0	0	0
General Transprot Goals	+	++	0	0	+	+	++	+	+	9
New local goals	++	+	+	0	+	++	++	+	++	12

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## Policies

	LTP Policy/SEA Objective		SEA1 To improve access to key services and facilities with reference to sustainable modes/reducing the need to travel	SEA2 Improve health and well being and reduce inequalities	SEA3 Ensure that the natural and built environment is conserved and enhanced	SEA4 Ensure biodiversity is conserved and enhanced	SEA5 Ensure that flood risk is not increased and where possible minimised	SEA6 Protect and improve air quality throughout West Berkshire	SEA7 Reduce emissions contributing to climate change and ensure adaptive measures are in place to respond to climate change	SEA8 Ensure the historic environment is conserved and enhanced	SEA9 Ensuring good transport links by maintaining material assets	Score	Notes
K1	Travel Choice	continue with LTP2 approach	no specific approach, therefore having a policy approach will be beneficial										no specific approach, therefore having a policy approach will be beneficial
		No policy	-	-	0	0	0	-	-	0	0	-4	
		New policy	+	+	0	0	0	+	+	0	0	4	
K2	Minimising congestion	continue with LTP2 approach	no specific approach, therefore having a policy approach will be beneficial										no specific policy - not focused enough, therefore new policy beneficial
		No policy	0	0	0	0	0	0	-	0	-	-2	
		New policy	0	+	0	0	0	+	+	0	+	4	
K3	Accessibility (to services)	LTP2 objectives	++	+	0	0	0	0	0	0	0	3	
		No policy	-	-	0	0	0	0	0	0	0	-2	
		New policy	++	0	0	0	0	0	0	0	0	2	not the possibility of combining both accessibility policies as this single approach is not better than the existing LTP2 objective
K4	Accessibility (equality and inclusion)	LTP2 objectives	as above									3	doesn't really talk about equality
		No policy	0	-	0	0	0	0	0	0	0	-1	
		New policy	+	++	0	0	0	0	0	0	0	3	combining 2 policies may give a better score.
K5	Climate Change (new policy)	continue with LTP2 approach	No specific approach in LTP2 - a new change for LTP3										no specific approach in LTP2 - this is a new change for LTP3
		No policy	0	-	-	-	-	-	-	-	0	-7	
		New policy	0	+	+	0	+	++	++	0	+	8	
K6	Air Quality	current LTP2 approach	no specific approach in LTP2 - no AQMA at time of adoption										don't really have any approach, no AQMA the time so less of an issue. New policy in response to current need
		No policy	0	-	-	-	0	-	-	-	0	-6	
		New policy	0	+	+	+	0	++	0	0	0	5	no current mention of climate change, but would further increase the score if mentioned
K7	Highway Maintenance	current LTP2 approach	no specific approach in LTP2 TAMP produced towards end of LTP2 period										
		No policy	0	0	0	0	0	0	0	0	-	-1	
		New policy	0	+	0	0	0	0	0	0	+	2	
K8	Road Safety Policy	LTP2 objectives		++								2	
		No policy	0	-	0	0	0	0	0	0	0	-1	won't do harm but doesn't seek to improve
		New policy	0	++	0	0	0	0	0	0	0	2	safety unlikely to score highly on an environmental policy
K9	Passenger Transport	LTP2 objectives	++	+	0	0	0	0	0	0	0	3	objectives about improving access to services by PT and to PT itself. Also looking at improving rural accessibility especially for those without access to a car
		No policy	-	-	0	0	0	-	-	0	-	-5	
		New policy	+	0	0	0	0	0	0	0	+	2	general policy as supporting policies much more specific. So policy may score lower than LTP2 objectives but with the supporting policies this had a positive impact on the SEA objectives
K10	School Travel	current LTP2 approach	+	+	0	0	0	+	0	0	0	3	no specific approach, although mentioned in Travel Planning Strategy as part of the approach
		No policy	-	-	0	0	0	-	-	0	0	-4	
		New policy	+	+	0	0	0	+	+	0	0	4	current approach school travel forms one part of a whole approach, therefore, a more focused policy will be better

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K11	Parking	current LTP2 approach	+	0	0	0	0	0	+	0	0	2	local plan parking standards and cycle guidance	
		No policy	-	0	0	0	0	0	0	0	0	-1		
		New policy	+	0	0	0	0	0	0	0	0	1		
K12	Freight	LTP2 objectives	0	+	0	0	0	0	0	0	0	1	take account of new developments and being more focused. No mention of air quality, this should be included as freight is important in the AQMA	
		No policy	0	0	0	0	0	0	0	0	0	0		
		New policy	0	+	+	0	0	0	0	0	0	0		2 / 3
K13	New Development / LDF	current LTP2 approach	no specific approach in LTP2 done through Local Plan											
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	+	+	0	0	0	+	+	0	+	5		
K14	Health & Leisure	current LTP2 approach	do not have a current approach - change in guidance and policy direction										do not have a current approach - change in guidance and policy direction	
		No policy	0	-	0	0	0	0	0	0	0	0		-1
		New policy	+	+	0	0	0	0	0	0	0	+		3 / 4
K15	Cross Boundary & Partnership Working	current LTP2 approach	no existing formal approach										no existing formal approach	
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	0	0	0	0	0	0	0	0	0	0		0
NMP1	Highway Management	current LTP2 approach	through general NMP which has only just been finished										through general NMP which has only just been finished	
		No policy	0	0	0	0	0	0	0	0	0	-		-1
		New policy	+	+	+	0	+	0	0	0	0	+		5
NMP2	Intelligent Transport Systems	current LTP2 approach	no existing formal approach										no existing formal approach	
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	0	0	0	0	0	0	+	+	0	+		3
P1	Town Centre Parking	current LTP2 approach	no existing formal approach											
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	+	+	0	0	0	0	+	0	+	4		
P2	Residential Parking	current LTP2 approach	no existing formal approach											
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	0	0	0	0	0	0	0	0	0	0		0
P3	Parking Standards	current LTP2 approach	no existing formal approach										through the local plan and cycling guidance note	
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	+	+	0	0	0	0	+	0	0	3		
P4	Parking enforcement	current LTP2 approach	no existing formal approach										civil enforcement officers - new approach	
		No policy	0	0	0	0	0	0	0	0	0	0		0
		New policy	0	+	0	0	0	0	0	0	0	1		
SC1	Walking Policy	LTP2 objectives	+	+	+	0	0	+	+	0	+	6	won't do harm but doesn't seek to improve	
		No policy	0	0	0	0	0	-	-	0	0	-2		
		New policy	+	+	+	0	0	+	+	0	++	7		

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SC2	Cycling Policy	LTP2 objectives	+	+	+	0	0	+	+	0	0	5	
		No policy	0	0	0	0	0	-	-	0	0	-2	won't do harm but doesn't seek to improve
		New policy	+	+	+	0	0	+	+	0	+	6	new policy score could be improved by adding 'services and facilities' to first point
SC3	Travel Plan Policy	LTP2 objectives	++	+	0	0	0	+	+	0	0	5	
		No policy	0	0	0	0	0	-	-	0	0	-2	if no promotion of sustainable modes there will be a negative impact on the environment
		New policy	+	+	0	0	0	+	+	0	0	4 / 5	action based, with objectives delbt with in travel choice policy. Scores same as LTP2 approach if accessibility is added
SC4	Car Sharing / Car Clubs	LTP2 objectives	no existing approach, only through general travel planning approach - ideas are relatively new										
		No policy	0	0	0	0	0	-	-	0	0	-	
		New policy	+	0	0	0	0	+	+	0	0	3	
SC5	New Technology	current LTP2 approach	no existing approach, new!										no existing approach, new!
		No policy	0	0	0	0	0	-	-	0	0	-2	
		New policy	0	0	0	0	0	+	+	0	0	2	new approach to reduce reliance on exiting fuel (and other) technology, will have positive knock-on effect on the environment
SC6	Branding / Marketing / Promotion	current LTP2 approach	no existing approach, new approach will give coordination etc.										no existing approach, new approach will give coordination etc.
		No policy	0	0	0	0	0	0	0	0	0	0	
		New policy	+	+	0	0	0	0	0	0	0	2	
PT1	Bus Services	current LTP2 approach	see Passenger Transport Policy										no specific approach covered by Passenger Transport strategy
		No policy	see Passenger Transport Policy										0
		New policy	+	+	0	0	0	+	+	0	0	4	specific policy approach means direct positive impacts on bus travel throughout the district. Knock-on effect will be to reduce congestion etc.
PT2	Community & Voluntary Transport	current LTP2 approach	see Passenger Transport Policy										no specific approach covered by Passenger Transport strategy
		No policy	see Passenger Transport Policy										0
		New policy	+	+	0	0	0	0	0	0	0	2	need to make clear what 'support' means. Specifically designed for improving accessibility
PT3	Rail	current LTP2 approach	see Passenger Transport Policy										not specifically discussed as part of LTP2 therefore specific policy better
		No policy	see Passenger Transport Policy										0
		New policy	+	+	0	0	0	0	0	0	+	3	modal shift will help with air quality and emissions, but not specifically mentioned
PT4	Taxis & Private Hire Vehicles	current LTP2 approach	see Passenger Transport Policy										not discussed as part of LTP2
		No policy	see Passenger Transport Policy										0
		New policy	+	+	0	0	0	0	0	0	0	2	nothing specific about the environment - something on alternative fuels? This would improve the policy for environmental reasons. Might come out in consultation, but may be covered in other policies
PT5	Info, Promotion & Ticketing	current LTP2 approach	see Passenger Transport Policy										not discussed as part of LTP2
		No policy	see Passenger Transport Policy										0
		New policy	0	0	0	0	0	0	0	0	0	0	thorough consultation this policy may change to be more representative of access and inequalities. More of a process/information policy, so doesn't negatively impact on the environment. Will lead to improvements but not directly - enabling policy
PT6	Infrastructure & Interchange	current LTP2 approach	see Passenger Transport Policy										some mention in LTP2 but new policy is much more specific about improvements to encourage use of PT
		No policy	see Passenger Transport Policy										0
		New policy	+	0	0	0	0	0	0	0	0	+	2
PT7	Park & Ride	current LTP2 approach	see Passenger Transport Policy										not mentioned as part of LTP2
		No policy	see Passenger Transport Policy										-2
		New policy	+	0	0	0	0	+	+	0	0	3	would be positive if went ahead.