Wokingham Borough Council

WOKINGHAM LOCAL TRANSPORT PLAN

Information to Inform a Habitats Regulations Assessment - Stage 1 Screening

HRA
JANUARY 2025

PUBLIC

Wokingham Borough Council

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EXECUTIVE SUMMARY

Wokingham Borough Council (WBC) is producing the fourth iteration of its Local Transport Plan (LTP4) as required under the Local Transport Act 2000 (as amended). It proposes an approach for addressing current and future transport issues in the Borough.

Under the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended) ('The Habitats Regulations'), it is necessary to consider whether the LTP4 may have significant effects upon areas of nature conservation importance (Habitats sites).

The following sites were identified within a 10km Zone of Influence (ZoI):

- Thames Basin Heaths Special Protection Area (SPA);
- Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC);
- Chiltern Beechwoods SAC; and
- Windsor Forest and Great Park SAC.

'Stage 1 – Screening' for the Habitats Regulations Assessment has been considered in this report. As a result of this Screening Assessment, all Policy Actions proposed within the three vision themes of the LTP4 were screened out of further assessment due to their nugatory or likely beneficial effects on Habitats sites.

As such, no Policy Actions are required to be taken forward to 'Stage 2 - Appropriate Assessment' and the Habitats Regulations Assessment for the LTP4 can conclude at the Screening Stage.

1 INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1. The Local Transport Act 2000, as amended by the Local Transport Act 2008, requires Wokingham Borough Council (WBC) to produce a Local Transport Plan (LTP). The fourth WBC Local Transport Plan (LTP4) proposes an approach for addressing current and future transport issues in the Borough.

1.1.2. WSP has been appointed by WBC to undertake the Habitats Regulations Assessment (HRA) for LTP4. Stage 1 (Screening), as presented within this report, represents the first step in the HRA process. The focus of the HRA process is on the potential for adverse effects as a result of the LTP4 Policy Actions on the integrity of European nature conservation sites.

1.1.3. WBC is seeking to develop an up-to-date LTP which looks ahead and sets strategies for maintaining and improving the entire network. The existing Local Transport Plan, which runs until 2026, has delivered projects including mostly traffic-free greenways and improvements to Wokingham town centre. It has also provided major new roads including the Winnersh and Arborfield relief roads and upgrades to existing roads alongside new footways and cycleways including the Bader Way linking Woodley with Winnersh Triangle and Dinton Pastures Country Park.

1.1.4. Most of the schemes that the existing LTP outlines are completed - and with changing travel trends and a greater focus on the climate emergency, which WBC declared in 2019, the current (LTP4) refresh aims to better meet local demand and the challenges facing the borough. The LTP4 strategy sets out these objectives and proposes a series of Policy Actions under each objective.

1.2 PURPOSE OF THIS DOCUMENT

1.2.1. Under the requirements of UK law through the Conservation of Habitats and Species Regulations 2017 ('The Habitats Regulations') (as originally derived from the European Council Directive 92/43/EEC 'The Habitats Directive and the Council Directive 79/409/EEC 'The Wild Birds Directive'), it is necessary to consider whether the LTP4 Policy Actions may have significant effects upon areas of nature conservation importance designated/classified under the Directives. The Habitats Regulations place a duty upon 'Competent Authorities' to consider the potential for effects upon 'Habitats sites' (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)) prior to granting consent for plans or projects. Should Likely Significant Effects (LSEs) be identified by the initial screening process, it is necessary to further consider the effects by way of an 'Appropriate Assessment'. Overall, this process of assessment is known as Habitats Regulations Assessment (HRA) and further details of the applicable legislative context are summarised within the Legislative Context section below.

1.2.2. Following the UK's exit from the EU, The Habitats Regulations were amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. As advised by national governments in the UK, The Habitats Regulations remain in force, including the general provisions for the protection of Habitats Sites and the procedural requirements to undertake HRA

to assess the implications of plans or projects for Habitats sites. The changes made were only those necessary to ensure that they remain operable now that the UK has left the EU.

1.2.3. It is a matter of Government policy (National Planning Policy Framework (NPPF) paragraph 176) that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (commonly known as Ramsar sites), possible SACs (pSACs) and potential SPAs (pSPA) (where consultation has been initiated) are also considered in the same way as SACs, SPAs and candidate SACs (cSACs).

1.2.4. For the purposes of this report, and in line with NPPF terminology, all relevant sites as described above are collectively termed 'Habitats sites'.

1.2.5. This document comprises a report to inform the HRA in relation to the LTP4 to assist the Competent Authority in the consultation process. This report comprises Stage 1 – Screening only.

1.3 STAGE 1 - SCREENING

1.3.1. This document provides information to enable the screening of the LTP4, covering the following four elements:

- Determining whether the LTP4 Policy Actions are directly connected with, or necessary for, the management of Habitats sites;
- Describing the Policy Actions that may have the potential for significant effects upon Habitats sites;
- Undertaking an initial scoping for potential direct and indirect impacts upon the relevant Habitats sites; and
- Assessing the likely significance of any potential effects identified as resulting from these impacts, both alone and in-combination with other plans and projects.

1.3.2. A description of the LTP4 Policy Actions and the Habitats sites identified are provided within Sections 3 and 4 respectively. Consideration of potential effects of the Policy Actions upon the Habitats sites in the absence of mitigation (Screening) and whether these are likely to be significant is provided within Section 5.

1.4 REPORT FRAMEWORK

1.4.1. This HRA screening report has been produced alongside the Sustainability Appraisal (SA) that incorporates the requirement of a Strategic Environmental Assessment (SEA) for the LTP4 and associated plans.

1.4.2. At a screening level, this report will ensure that all HRA-related considerations are fully integrated into the LTP4 document as it is developed.

1.4.3. This report details:

- the HRA process and methodology for assessment;
- the relevant Habitats sites within the Zone of Influence (ZoI) for the LTP4 Policy Actions;
- the challenges of the LTP4 Policy Actions and how these may impact upon relevant Habitats sites, and;
- the screening of LSE (Stage 1) of the LTP4 Policy Actions.

1.4.4. It should be noted that this HRA has been based solely upon the LTP4 and does not include a detailed analysis of any projects that may arise as a result of the LTP4.

2 HABITATS REGULATIONS ASSESSMENT CONTEXT

2.1 LEGISLATIVE CONTEXT

HABITATS REGULATIONS ASSESSMENT

2.1.1. Under The Habitats Regulations, 'Competent Authorities' along with other regulators relevant to permissions and plans or projects, must assess plans or projects for their potential to cause LSE[1] on Habitats sites. Where the plan or project may lead to LSE, it must be subject to a HRA to determine whether there will be adverse effects on any Habitats sites. Any plan or project that would lead to adverse effects on the integrity of Habitats sites(s) cannot be permitted without meeting strict additional tests.

2.1.2. Regulation 63 (1) of The Habitats Regulations[2] states that:

'…a Competent Authority, before deciding to undertake, or give any consent, permission or other authorisation for, a plan or project which—

(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and

(b) is not directly connected with or necessary to the management of that site,

—must make an appropriate assessment of the implications for that site in view of that site's conservation objectives.'

2.1.3. The Habitats Regulations also make allowance for plans or projects to be completed if they satisfy 'imperative reasons of overriding public interest'. Regulation 64[3] relates to such situations.

2.1.4. The Competent Authority must include consideration of 'in-combination' effects arising from other plans and projects within their assessment, as well as those potentially acting alone.

2.1.5. Prior to the UK exit from the European Union, SACs were originally designated under the Habitats Directive[4] and promote the protection of flora, fauna and habitats. SPAs were designated under the Birds Directive in order to protect vulnerable and migratory birds.

[1] A likely significant effect is defined as any identified effect that could result in a change in the conservation status of one or more features for which a Habitats Site is designated after all aspects of the project/plan have been considered alone and in combination with other projects/plans.

[2] Regulation 63 of the Habitats Regulations. Available at: https://www.legislation.gov.uk/uksi/2017/1012/regulation/63/made

[3] Regulation 64 of the Habitats Regulations. Available at: https://www.legislation.gov.uk/uksi/2017/1012/regulation/64/made

[4] The 'Habitats Directive' (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) protects habitats and species of European Sites. Together with the 'Birds Directive' (Council Directive 2009/147/EC on the Conservation of Wild Birds), the Habitats Directive establishes a network of internationally important sites designated for their ecological status. The Habitats Directive was transposed into British law through the Habitats Regulations.

2.1.6. Defra guidance (2021)[5] states that SACs and SPAs in the UK no longer form part of the EU's Natura 2000 ecological network[6]. The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 have created a national site network on land and at sea, including both the inshore and offshore marine areas in the UK. The national site network includes:

- existing SACs and SPAs; and
- new SACs and SPAs designated under these Regulations.

2.1.7. Any references to Natura 2000 in the 2017 Regulations and in guidance now refers to the new national site network.

2.1.8. Maintaining a coherent network of protected sites with overarching conservation objectives is still required in order to:

- fulfil the commitment made by government to maintain environmental protections; and
- continue to meet our international legal obligations, such as the Bern Convention, the Oslo and Paris Conventions (OSPAR), Bonn and Ramsar Conventions.

2.1.9. The use of the term Favourable Conservation Status (FCS) is not amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and the term still has the meaning given by Article 1 of the Habitats Directive. Defra (2021)[5] does however note that "an appropriate authority is only responsible for managing and adapting the national site network to secure FCS of a feature proportionately to the importance of the UK within the feature's natural range". The Habitats Directive provides further interpretation of the meaning of 'favourable conservation status' within Article 1 parts (a), (e) and (i) as below:

'(a) conservation means a series of measures required to maintain or restore the natural habitats and the populations of species of wild fauna and flora at a favourable status as defined in (e) and (i);…..

(e) conservation status of a natural habitat means the sum of the influences acting on a natural habitat and its typical species that may affect its long-term natural distribution, structure and functions as well as the long-term survival of its typical species within the territory referred to in Article 2. The conservation status of a natural habitat will be taken as "favourable" when:

- *its natural range and areas it covers within that range are stable or increasing, and*
- *the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and*
- *the conservation status of its typical species is favourable as defined in (i);*

[5] Department for Environment Food and Rural Affairs (2021). Changes to the Habitats Regulations 2017. Available at: https://www.gov.uk/government/publications/changes-to-the-habitats-regulations-2017/changes-to-the-habitats-regulations-2017.

[6] The Habitats sites noted in the text combined to create a Europe-wide 'Natura 2000' network of Habitats sites under the EU Habitats Directive.

(i) conservation status of a species means the sum of the influences acting on the species concerned that may affect the long-term distribution and abundance of its populations within the territory referred to in Article 2; The conservation status will be taken as "favourable" when:

- *population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats, and*
- *the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and*
- *there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis'.*

2.1.10. There are a number of recent Court of Justice of the European Union (CJEU) and UK High Court rulings which are relevant to this HRA and these are summarised in Appendix A.

2.1.11. As the general provisions for the protection of Habitats sites and the procedural requirements to undertake HRA to assess the implications of plans or projects for Habitats sites remain, previous case law established prior to the UK's exit from the EU is considered to apply unless superseded by the judgement of an appropriate UK court.

2.2 POLICY CONTEXT

NATIONAL PLANNING POLICY FRAMEWORK 2024 (NPPF)

2.2.1. The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans (including LTPs) and other development can be produced. It must be taken into account in preparing the LTP4 and is a material consideration in planning decisions.

2.2.2. The NPPF (under paragraph 192) states that when considering the conservation and enhancement of the natural environment, with regard to habitats and biodiversity, the Local Planning Authority should:

a. *'Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and*

b. *promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.'*

2.2.3. In addition, the NPPF states the following with regards to designated sites:

'(194) The following should be given the same protection as habitats sites:

a. *potential Special Protection Areas and possible Special Areas of Conservation;*

b. *listed or proposed Ramsar sites; and*

c. *sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.*

(195) The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats sites (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.'

2.3 STAGES OF HABITATS REGULATIONS ASSESSMENT

2.3.1. Guidance on The Habitats Directive (European Commission, 2000) sets out the step-wise approach which should be followed to enable Competent Authorities to discharge their duties under the Habitats Directive and provides further clarity on the interpretation of Articles 6(3) and 6(4). The process used is usually summarised in four distinct stages of assessment.

2.3.2. As set out in Regulation 3 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, where Natura 2000 sites are referenced in previously issued guidance, this should be interpreted as relating to the national site network but does not otherwise affect guidance as it applied before EU exit day.

- **Stage 1: Screening**: the process which identifies whether effects upon Habitats Site(s) by a plan or project are possible, either alone or in combination with other plans or projects and considers whether these effects are likely to be significant.
- **Stage 2: Appropriate Assessment**: the detailed consideration of the effect on the integrity of the Habitats Site(s) by the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function.
- **Stage 3: Assessment of alternative solutions**: the process which examines alternative ways of achieving the objectives of the plan or project that avoid adverse effects on the integrity of the Habitats Site(s).
- **Stage 4: Assessment where no alternative solutions exist and where adverse effects remain**: an assessment of whether the development is necessary for Imperative Reasons of Overriding Public Interest and, if so, of the compensatory measures needed to maintain the overall coherence of the national site network.

2.3.3. It should be noted that this process, as set out in the EC Guidance, is expanded upon in England and Wales by guidance from UK Government[7] to include Stages 1 and 2, but later stages are incorporated into the process known as 'derogation'. Should consideration of a proposal need to progress beyond a failing of the integrity test, this derogation process requires consideration, notification to the Secretary of State for the relevant UK government department or Welsh Government and the passing of three legal tests:

- There are no feasible alternative solutions that would be less damaging or avoid damage to the Habitats Site(s).
- The proposal needs to be carried out for imperative reasons of overriding public interest.
- The necessary compensatory measures can be secured.

[7] https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site#screening

2.3.4. This report presents information to enable the screening assessment required as part of Stage 1 of the HRA process.

2.3.5. The precautionary principle is applied at all stages of the HRA process. In relation to screening, this means that plans or projects where effects are considered likely and those where uncertainty exists as to whether effects are likely to be significant must be subject to the second stage of the HRA process, Appropriate Assessment. Furthermore, mitigation and avoidance measures are not considered during Stage 1, instead they form part of the Stage 2 process, should this be required.

2.3.6. As part of the screening assessment, consideration is given to the air quality sensitivities of identified Habitats sites, and specifically the sensitivity of their qualifying features to:

- changes in both nitrogen oxides (NO_X) and ammonia (NH_3) concentrations in relation to the relevant Critical Levels; and
- changes in nitrogen deposition (N Dep) in relation to the relevant Critical Levels and Critical Loads.

2.3.7. Where Critical Loads and Levels are metrics used for assessing the risk of air pollution impacts to sensitive vegetation and ecosystems.

2.4 IN-COMBINATION ASSESSMENT

2.4.1. It is a requirement of The Habitats Regulations to consider the effects of plans or projects 'in combination' at the screening stage. Regulation 24, 63 and 105 of The Habitats Regulations require Natural England and other competent authorities to consider the effects of plans or projects alone and in combination with other plans or projects. The 'in-combination' requirement is undertaken in order to make sure that prior to their authorisation the effects of numerous proposals, which alone would not result in a significant effect, are further assessed to determine whether their combined effect would be significant enough to require more detailed assessment.

2.4.2. The landmark Waddenzee judgment provides a clear interpretation of the legislation. Paragraphs 53 and 54 of the Judgment state:

"according to the wording of that provision [Article 6(3) of the Habitats Directive] an appropriate assessment of the implications for the site concerned of the plan or project must precede its approval and take into account the cumulative effects which result from the combination of the plan or project with other plans or projects in view of the site's conservation objectives. Such an assessment therefore implies that all the aspects of the plan or project which can, individually or in combination with other plans or projects, affect those objectives must be identified in the light of the best scientific knowledge in the field. ....."

2.4.3. Table 2-1 outlines the types of plans and projects that should be considered in an in-combination assessment:

Table 2-1 – Types of plans and projects considered at "In-combination" assessment

▪ The incomplete or non-implemented parts of plans or projects that have already commenced.
▪ Plans or projects given consent or given effect but not yet started.
▪ Plans or projects currently subject to an application for consent or proposed to be given effect.
▪ Projects that are the subject of an outstanding appeal.
▪ Ongoing plans or projects that are the subject of regular review.
▪ Any draft plans being prepared by any public body.
▪ Any proposed plans or projects published for consultation prior to application.
▪ Projects being proposed or being undertaken by a competent authority itself which require no external authorisation.

2.4.4. Based on this complexity and need for consistency in the assumptions relating to mitigation, a precautionary approach should be adopted when considering the HRA conclusions of overlapping plans and projects in-combination.

2.5 RELEVANT GUIDANCE

NATURAL ENGLAND'S INTERNAL GUIDANCE

2.5.1. In June 2018, Natural England published guidance[8] on their approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations. The document draws upon Annex F of the Design Manual for Roads and Bridges (DMRB)[9] (now withdrawn) but takes into account the Wealden Judgement and need to assess 'in-combination' effects on Habitats sites as a result of air pollution.

2.5.2. The guidance provides a framework around the assessment of road traffic emissions and subsequent effects on Habitats sites. Notably:

- Step 1 – Does the proposal give rise to emissions which are likely to reach a Habitats site;

[8] Natural England (June 2018) Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations. Available online: http://publications.naturalengland.org.uk/publication/4720542048845824]

[9] https://www.standardsforhighways.co.uk/dmrb

- Step 2 – Are there qualifying features within 200m of a road sensitive to air pollution;
- Step 3 – Could the sensitive qualifying features of the site be exposed to emissions; and
- Step 4 – Application of the Screening Thresholds.
    - Step 4a: apply the threshold alone;
    - Step 4b: apply the threshold in-combination with emissions from other road traffic plans and projects; and
    - Step 4c: apply the threshold in-combination with emissions from other non-road plans and projects.
- Step 5: Advise on the need for Appropriate Assessment where thresholds are exceeded, either alone or in-combination.

2.5.3. The relevant thresholds in relation to Step 4 are as follows:

- Changes in Annual Average Daily Traffic (AADT) of 1,000 vehicles a day (or more); and/or
- Changes of 1% of the relevant Critical Load and/or Critical Level as a result of the plan/project.

IAQM'S GUIDE TO THE ASSESSMENT OF AIR QUALITY IMPACTS ON DESIGNATED NATURE CONSERVATION SITES

2.5.4. The Guide to the Assessment of Air Quality Impacts on Designated Nature Conservation Sites[10] provides advice for ecologists relating to air quality assessments (AQAs), to evaluate the effects of air pollution on habitats and species, by increasing their understanding of the information provided by air quality specialists. The Guide focusses on the AQA process and no specific detail on the subsequent stage of the overall process, i.e. the assessment of the effects that air quality impacts may have on habitats and species, is provided in this guidance.

UPDATED DMRB (LA 115 - HABITATS REGULATIONS ASSESSMENT)

2.5.5. DMRB document LA 115 - Habitats Regulations Assessment[11] states that HRA shall include systematic collection, assessment and reporting of the implications of highways projects on Habitats sites and shall be implemented forthwith on all projects involving HRA on the motorway and all-purpose trunk roads. In addition to identifying the Habitats site designations to be considered within HRA and the format of reporting, the document sets out (principles and purpose) that:

- The precautionary principle shall be applied in reporting through all HRA stages.
- Recourse to the precautionary principle may be relevant when there:

    1. are "potentially negative effects"; or

[10] Holman et al (2020). *A guide to the assessment of air quality impacts on designated nature conservation sites – v1.1* Available online: https://iaqm.co.uk/text/guidance/air-quality-impacts-on-nature-sites-2020.pdf

[11] Highways England (November 2019) Design Manual for Roads and Bridges, LA115 – Habitats Regulations Assessment. Available at: https://standardsforhighways.co.uk/dmrb/search/e2fdab58-d293-4af7-b737-b55e08e045ae.

2. is "insufficiency of the data, which makes it impossible to determine with sufficient certainty the risk in question".

- Site conservation objectives should prevail where there is uncertainty.
- Adverse effects should be reported in the HRA in the absence of evidence to the contrary.

CIEEM ADVISORY NOTE: ECOLOGICAL ASSESSMENT OF AIR QUALITY IMPACTS

2.5.6. This guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM)[12] is intended to take ecologists (and air quality specialists) through the issues that they should consider in order to make an informed judgement as to the ecological effects of changes in pollution concentrations and deposition rates. The approach set out builds on the advice and guidance from Natural England and the IAQM but focusses on the role of the ecologist to interpret the numerical output of air quality assessments to reach evidence-based conclusions on ecological significance.

OTHER RELEVANT GUIDANCE AND POLICY:

- Chapman, C. and Kite, B. (2021). Guidance on Decision-Making Thresholds for Air Pollution. Joint Nature Conservation Committee (JNCC) Report No.696 (Main Report), JNCC, Peterborough, ISSN 0963-8091 (Note: Plan-level limitation of use is set out in this document; advice on the relevant Zone of Influence or 'ZoI' has been applied).
- Department for Communities and Local Government (August 2006). Planning for the protection of Habitats sites: Appropriate Assessment. Guidance for Regional Spatial Strategies and Local Development Documents. Draft.
- English Nature (2006). Draft Guidance – The Assessment of Regional Spatial Strategies and Sub-regional strategies under the provisions of the Habitats Regulations
- European Commission (2000). Managing Natura 2000 Sites, the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC. Available online: http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/provision_of_art6_en.pdf.
- Highways England (2019) Design Manual for Roads and Bridges Sustainability and Environment Appraisal LA 105 Air quality (formerly HA 207/07, IAN 170/12, IAN 174/13, IAN 175/13, part of IAN 185/15) Revision 0
- Tyldesley, D. and Chapman, C. (2013). The Habitats Regulations Assessment Handbook (July 2020 Edition) UK DTA Publications Ltd.
- Convention on Wetlands of International Importance especially as Waterfowl Habitat. Ramsar (Iran), 2 February 1971. UN Treaty Series No. 14583. As amended by the Paris Protocol, 3 December 1982, and Regina Amendments, 28 May 1987.

[12] CIEEM (January 2021) *Advisory Note: Ecological Assessment of Air Quality Impacts.* Available online: https://cieem.net/resource/advisory-note-ecological-assessment-of-air-quality-impacts/#:~:text=Advisory%20Note%3A%20Ecological%20Assessment%20of%20Air%20Quality%20Impacts.,of%20changes%20in%20pollution%20concentrations%20and%20deposition%20rates

- (JNCC (2016). SAC and SPA Standard Data Forms and Ramsar Information Sheets. Available online: https://jncc.gov.uk/our-work/uk-protected-area-datasets-for-download/.

HRA POLICY GUIDANCE

- Council of the European Union (1992). Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora. Available online: http://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX:31992L0043
- Council of the European Union (2009). Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds. Available online: http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=URISERV:ev0024
- Ministry of Housing, Communities and Local Government (MHCLG) (2024). National Planning Policy Framework.
- European Communities (2007). Guidance document on Article 6 (4) of the 'Habitats Directive' 92/43/EEC; Available online: http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/guidance_art6_4_en.pdf
- Her Majesty's Stationery Office (2017). The Conservation of Habitats and Species Regulations 2017/490.

3 THE WBC LOCAL TRANSPORT PLAN

3.1 BACKGROUND AND DESCRIPTION

3.1.1. The LTP is a strategic document that sets out the approach for all aspects of transport across the Borough. The LTP aligns with other plans and strategies that the Council has produced[13] and Regional strategies such as the Transport for South East sub-national transport body (STB).

3.1.2. The LTP4 is the fourth iteration of WBC's LTP and will be supplemented by a number of more detailed strategies for different travel modes and places, such as the Bus Service Improvements Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP) and Electric Vehicle Strategy.

3.1.3. Development of the LTP4 has considered the views of WBC residents and changing/current travel habits and trends that have been identified since the previous iteration (LTP3) published in 2011[14]. It considers changes in national and regional policy and the borough's own updated goals and objectives from its various strategies as well as the emerging Local Plan.

3.1.4. The LTP4 vision has been grouped into three key themes:

- Create healthy and safe places.
- Develop the economy.
- Reduce environmental impacts.

3.1.5. With nine objectives underpinning these themes:

- Support sustainable transport initiatives to enhance health and wellbeing.
- Ensure safer streets for all.
- Achieve 50% active travel in towns by 2030.
- Achieve net zero carbon emissions.
- Ensure clean air and eliminate all air quality exceedances.
- Develop high-quality travel corridors.
- Foster thriving villages and rural centres.
- Maintain a well-functioning transport network.
- Protect and enhance strategic connectivity.

3.1.6. The LTP4 strategy proposes a series of actions and policies designed to promote improved transport and health and wellbeing in line with the LTP vision and objectives, detailed in Table 3-1 below.

[13] Local plan and planning policies (wokingham.gov.uk)

[14] Project • A new Local Transport Plan for Wokingham Borough

Table 3-1 – LTP4 Policy Actions

Policy Action	What We Will Do	Term*
HEALTH AND WELLBEING		
Enable and support the Council's ambition to become a 'Marmot' borough	We will ensure our activities are focussed in key areas, aligning with Marmot principles and the Council's plans around this. Prioritisation of our work will include consideration of the level of contribution each activity makes towards becoming a Marmot Borough.	Short/Medium
Support the Community Vision 2035 and Council Plan for Wokingham borough to become a great place to live, learn, work and grow and a great place to do business	The prioritisation of transport schemes and initiatives will include consideration of the level of contribution each activity makes towards the Council Plan and community vision.	Short/Medium
Adopt the Healthy Streets approach to all new schemes	All new schemes must demonstrate how street layouts and public realm satisfy the ten Key Healthy Streets Indicators, which are: Pedestrians from all walks of life; People choose to travel by active means (including walking and cycling) and use public transport; Clean air; People feel safe; Not too noisy; Easy to cross; Places to stop and rest; Shade and shelter; People feel relaxed; Things to see and do.	Short/Medium
SAFER STREETS FOR ALL		
Develop a Vision Zero Action Plan	We will adopt the principles of Vision Zero, a multidisciplinary approach that brings together stakeholders such as transportation professionals, policymakers, public health officials, police, and community members to reduce traffic fatalities and severe injuries. It is based on the belief that no death or serious injury is acceptable on roads. It is also known as the Safe System approach which has five pillars: Safe roads; Safe speeds; Safe vehicles; Safe road use; and Post-crash care, meaning improved collision investigation, enabling us to learn from crashes and prevent the mistakes of the past.	Short/Medium

Policy Action	What We Will Do	Term*
Implement passive and active traffic speed controls to enforce and manage traffic speeds outside urban areas	Where a need for such measures is indicated in accident statistics or supported locally with evidence, we will look to introduce measures to maintain and improve road safety for all users.	Short/Medium
Implement 20mph speed limits, where supported and evidenced by affected local communities	The council will support and assist the delivery of 20mph speed limits, where supported and evidenced by affected local communities, recognising the contribution of such measures to enable safe, healthy, equitable mobility for all.	Short/Medium
ENVIRONMENTAL IMPACTS		
Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality	The council has designated several areas as Air Quality Management Areas (AQMAs) due to poor air quality. Removing air quality exceedances in current AQMAs is a short-term priority for the LTP. We will help to deliver Air Quality Action Plans (AQAPs) to reduce air pollution and improve health and wellbeing. We will seek to use traffic engineering techniques that are cost-effective and have a short implementation period to achieve reductions in air quality. We will consider options to implement traffic management to improve the speed and efficiency of existing traffic volumes and - where appropriate and locally supported - reduce traffic volumes. We will ensure these measures are affordable and feasible and achieve a balance between improved traffic flow and environmental benefits.	Medium
DIGITAL ACCESS		
Support the development and delivery of a one-stop-shop for travel information and to plan journeys	The council will learn from the experiences of Solent Transport with its Breeze app. We will work with partners to develop a similar product (website or mobile phone app) and will encourage and link to partner organisations with similar offerings.	Long
ACCESS FOR ALL		
Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability.	The council will work with our partners to reduce or remove these travel restrictions, where agreed with operators, to enable independent travel for work, education, health, leisure and social purposes.	Short

Policy Action	What We Will Do	Term*
Support and promote volunteer services to enable independent travel by those with a physical or mobility disability.	The council will seek opportunities to extend and where possible support volunteer service providers to increase the scope of their services for health, leisure and social purposes.	Short/Medium
Relaunch training on how to use buses and trains for those with a disability and mobility impairment	We will continue to promote the existing service provided by our partners Optalis. We will look to expand it to support eligible individuals as and when funding becomes available.	Short
Provide measures that support and enable independent travel for all	The council will identify opportunities to provide capital-funded infrastructure, such as surfaced footways and cycle routes, to every bus stop to enable independent travel by all. We will encourage public transport operators to provide visual and audible announcements on all trains and buses and work with train operators to improve accessibility at all stations. We will increase education and raise awareness for transport providers around specific groups e.g. those with learning difficulties and those people with autism. We will also review our bus stop policy to ensure the needs of all users are fully considered.	Medium
Provide travel safety guidance and advice for women, minorities and children	We will provide a travel guide for women and minorities to inform them of their travel options and consider these needs in our service delivery.	Short/Medium
Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel	We will extend the service provided by My Journey to include travel and transport advice and information for those with physical or mobility disability to support and enable independent travel. Where funding allows, we will also look to My Journey to provide a point of contact for this group.	Medium
Manage on-street parking to keep footways clear of parked vehicles and those making deliveries	We will raise awareness of the issue and seek appropriate powers to manage pavement parking where alternative parking is available and where pedestrian safety is at risk.	Medium/Long
Review residential parking conditions to ensure residents without off street parking can access their property from	Current parking controls and associated parking restrictions also make it hard for health visitors, carers or labourers or visitors to households to park in residents' streets. In unrestricted town centre streets, residents regularly have to compete for on-	Short

Policy Action	What We Will Do	Term*
parked vehicles a reasonable distance from their homes	street parking with commuters, town centre workers or shoppers/visitors who seek free parking, which is unfair to residents.	
Coordinate the location of community hubs and access to them for health equality and wellbeing	Coordinating community hubs with the appropriate access by different modes of transport can improve health equality and well-being. We will provide high quality public transport links to these which can be important for low-income individuals and other population groups less likely to have access to a car, especially where we can improve access to health services.	Medium
Consider more uses for park and ride locations and other underutilised highway assets	We will explore opportunities to optimise the use of existing highways assets which may or may not include additional and/or complementary uses that promote the wider objectives of this transport plan. Options might for example include an EV charging station, active travel hub, motability centre, freight consolidation centre, e-bike cargo hub, and a travel training centre.	Medium/Long
ACTIVE TRAVEL: WALKING, CYCLING AND WHEELING		
Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan	We will implement the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan.	Long
We will deliver a network of greenways, quiet rural roads and green lanes for commuting and leisure purposes to improve accessibility and safety for walking, cycling, wheeling and horse riding	The council will retain its ambition to deliver a network of routes for commuting, horse riding and leisure purposes and, where funding allows, deliver them incrementally to provide a network across the borough.	Long
Continue to Implement a promotional campaign for active travel	My Journey will continue to promote active and sustainable transport within the borough.	Ongoing
Work with neighbouring authorities to provide an e-bike hire scheme in the borough	The council will investigate the feasibility of providing an e-bike r trial scheme, potentially, jointly with Reading and/or Bracknell, recognising that our residents travel to destinations outside the borough. Electric bikes are one of the most eco-friendly travel options available. They produce zero emissions at the point of use and run on	Medium

Policy Action	What We Will Do	Term*
	low quantities of electricity. Studies have suggested that use of e-bikes e- have helped to provoke positive moods and alleviate negative feelings such as stress which contributes to better mental wellbeing.	
Provide new Active Travel Design guidance for Wokingham	We will produce new design guidance for the borough to ensure our plans are in line with the national LTN 1/20 (and other relevant guidance) whilst ensuring consistency across new developments and new schemes in the borough.	Short
Maintain and expand the cycle training programmes for all	My Journey has been running Bikeability (a programme funded by the Department for Transport) successfully for several years and has won a national award. The My Journey team has expanded the core cycle training scheme; it now starts with two-year olds and is inclusive of all ages and abilities.	Ongoing
Provide a range of secure cycle parking options at local destinations	We will work with our partners, public transport operators, developers and service providers to improve and increase secure cycle parking across the borough. This includes spaces for non-standard cycles and considering the needs of those with disabilities.	Medium
Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users	We will undertake an audit of our road and cycling network to provide a conditions report that can be used to inform and advise on appropriate infrastructure investment, where funding allows, to ensure it provides the service intended for its users, their abilities and competencies.	Short
Implement a network of integrated transport hubs across the borough	We will integrate a network of transport hubs in new developments as well as elsewhere in the borough. This will be explored further in the future mobility strategy, and it will be ensured that this aligns with our other strategies, particularly the LCWIP and BSIP programmes.	Medium/Long
Enhance pedestrian access and safety for all in local service centres	We will adopt a new assessment process/policy for new crossings to ensure we are consistent across the borough. We will ensure accessibility for all community members with safe crossings, clear signage and good lighting. Overall, prioritising pedestrian access and safety makes local centres vibrant, inclusive, and sustainable.	Short

Policy Action	What We Will Do	Term*
SCHOOL TRAVEL		
Continue to deliver and also refresh our Sustainable Routes to School Strategy to enable and support independent travel for all to schools and colleges	The government requires all local authorities to promote the use of sustainable travel to, from and between schools as part of the duty of the Education and Inspections Act 2006. Where funding allows, we will produce a strategy to deliver this effectively for the pupils and their families in the borough. An approach for children with special educational needs in consultation with relevant groups and families will be a particular focus. This follows feedback about concerns, including that travel training needs to start long before any expectation of independent travel to school or college.	Short
Deliver infrastructure to enable and support independent travel for all to schools and colleges	The council will, as part of its refresh of the Sustainable Routes to School Strategy, identify opportunities to provide capital-funded infrastructure to schools such as surfaced footways and cycle routes, level boarding at every bus stop, and encourage public transport operators to provide visual and audible announcements on all trains and buses to support and enable independent travel to schools in addition to supported services.	Medium/Long
Implement School Streets at suitable locations	School streets are managed spaces outside schools with a temporary restriction on motorised traffic at school drop-off and pick-up times that improve safety and air quality for children. This will be implemented, where evidenced by affected local communities, to provide a safer, healthier and more pleasant environment for everyone.	Short/Medium
Continue to promote sustainable and active travel for all at schools through Modeshift STARS	Modeshift STARS is an online travel plan toolkit managed by My Journey that assists schools in promoting sustainable and active travel. It helps schools to create, develop, implement, monitor and evaluate travel plans and the initiatives contained within them. It also helps schools to reduce congestion and improve air quality, health and road safety around the school, as well as gain national awards and support Eco-schools. We will continue to offer this to schools with grant incentives where funding allows.	Ongoing
PUBLIC TRANSPORT		
Deliver the Bus Service Improvement Plan through the Enhanced Partnership with bus operators	Developed with local bus operators, neighbouring authorities and local businesses, the BSIP sets out how we will work in partnership to transform the borough's bus network.	Medium/Long

Policy Action	What We Will Do	Term*
	Delivery of the plan is subject to suitable funding being secured, with some of the proposals expected to take longer to deliver than others.	
Continue to fund community Dial a Ride services	Council funding for these services is limited but the council will continue to support Dial a Ride services where possible, be this through funding opportunities or promotion of existing services.	Ongoing
Support improved bus and rail service reliability and frequencies	The council currently has little say on the route operations, service frequency and fares of bus and rail companies. However, it will always support improved bus and rail service reliability and service frequency, and will lobby for and support additional route operations and services where it benefits our residents.	Medium/Long
Review the council's Bus Stop Policy and deliver a programme of ongoing improvements; ensure high quality bus stop infrastructure in new developments	Our existing bus stop policy was produced in 2011. The policy needs to be updated taking account of the expectations of bus passengers and standardise bus stop infrastructure at stops ranging from those in rural areas with relatively infrequent services to important public transport interchanges. It will also take advantage of new technology and potential income streams for the council to maximise the attractiveness of bus services for our residents.	Short/Medium
Develop a sustainable plan to enable better access to Twyford station for all users	A comprehensive plan for Twyford station will be prepared to increase walking and cycling accessibility and mode share, and to provide good bus access. It also needs to cater for those needing to drive to and park at the station.	Medium
FREIGHT		
Update the Freight Strategy for the borough	Our Freight Management Policy dates from 2012. The policy will be updated to address the challenges associated with the movement of goods in Wokingham, and detail actions to deliver appropriate, efficient, clean and safe freight movements as well as broader air quality and net-zero objectives.	Short
Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres	We will support the use of cargo bikes and low emission vehicles for deliveries in our urban environments and local centres.	Ongoing

Policy Action	What We Will Do	Term*
OPERATIONAL MAINTENANCE		
Implement an annual Maintenance Management Plan for our transport networks to reduce the time, costs and inconvenience caused by reactive works, and to anticipate potential impacts from climate change	We will harness the council's systems, operatives, data, technology and connectivity, and those of our partners and transport operators to improve the way our transport network is designed, maintained, built, operated and used. This will enable safer journeys, faster delivery and an enhanced customer experience for all.	Ongoing
Identify a priority network of pedestrian and cycle routes and ensure a maintenance management plan is in place	To support our active travel ambitions and a Sustainable Routes to School Strategy, we will identify a key network of walking and cycling routes in line with the Highways Act and, subject to funding, include them in a planned maintenance programme to ensure access in all seasons and in all weathers, and during but not limited to school terms, to include wayfinding, lighting, surfacing, maintenance, vegetation control and winter treatment.	Short
INFRASTRUCTURE DELIVERY		
Ensure the timely delivery of necessary infrastructure required to support new development	We will work with developers and utility companies to ensure coordination of necessary infrastructure. We will encourage developers to deliver transport infrastructure early in the delivery of their projects so that the infrastructure is already available for use prior to opening any new development.	Short
Develop and maintain a current list of schemes that have been identified from all sources.	A multi-criteria assessment tool will be developed to prioritise schemes. There is a live list of all schemes requested including those identified from studies and other sources. These schemes need to be prioritised to ensure that those contributing most to the delivery of council objectives are completed first with the limited funds and resources available.	Short
Align the delivery of improvement schemes with the maintenance programme	Where practical we will seek to coordinate improvement schemes with the maintenance programme to minimise the level of disruption and provide an enhanced customer experience for all.	Short

Policy Action	What We Will Do	Term*
Increase the use of lower carbon materials in construction and highway maintenance	Where possible we will continue to work with suppliers to reduce the carbon impact of the materials we use and the activity of our contractors.	Ongoing
Test and trial measures that support LTP objectives and reduce maintenance	The council is open to innovation and new ways of addressing and improving transport and travel matters. We will identify opportunities to apply for funding and trial measures that could improve longevity of our streets and its furniture. This could result in reduced maintenance costs or more effective delivery of the LTP.	Medium
Implement the Electric Vehicle Charging Strategy	We will deliver the objectives stated in the Electric Vehicle Charging Strategy following its adoption in 2025.	Short/Medium
Collaborate with the other Berkshire authorities to coordinate shared transport matters, focusing on strategic opportunities, securing funding, and ensuring coordinated transport delivery.	We will collaborate with Reading, Bracknell and other stakeholders to discuss and provide a coordinated grouping of shared transport matters. It would consider strategic transport opportunities and solutions which have a demonstrable, positive impact on our shared priorities to secure funding and the coordinated delivery of transport. It could provide advice on shared strategy development and investment decisions, including transport funding, opportunities and bids. It would also promote innovation, forward looking projects and initiatives to the benefit of Wokingham and our neighbours.	Ongoing
Continue to seek and respond to Government and other capital and revenue funding opportunities to maintain and improve our transport and active travel networks	Our transport income and funding come from a variety of sources. Grants are received from central and local government. These include capital grants, for example from the Housing Infrastructure Fund. These grants fund specific projects where we have agreements with developers and other funding bodies, including central government. A proportion of council tax – a property tax levied on residential properties - and business rates – a property tax levied on business premises - is also used for our transport projects. However, our funding has reduced considerably since 2010 and increasingly the council's budgets are being used to fund essential services such as social care meaning there is less funding for maintenance and transport improvements. However, central government regularly releases funding for targeted transport measures such as active travel and infrastructure to enable new housing development, and we will seek to prepare for and respond to these initiatives and opportunities.	Ongoing

Policy Action	What We Will Do	Term*
Maintain dialogue with our neighbouring authorities for active and sustainable travel and, if appropriate, general traffic	We will continue to suggest and discuss strategic transport opportunities and solutions which have a demonstrable, positive impact on our shared priorities to secure funding and the coordinated delivery of transport infrastructure.	Ongoing
LOCAL AND STRATEGIC ROAD NETWORK		
Reduce the dominance of vehicles in urban centres and residential areas, where supported and evidenced by affected local communities	We will look to minimise the amount of through/rat running traffic that comes from vehicles using urban centres and residential roads to get to another destination where supported and evidenced by affected local communities. These will be designed so as not to affect the access of those needing to get to local destinations.	Medium
Wokingham town centre signing review and refresh	Much of the traffic signing in Wokingham town centre pre-dates its regeneration and is now out of date. We will review the traffic directional signing in Wokingham town centre as a pilot to determine the value and benefits to all of a strategy of this type.	Short
Consider Introducing a car parking management and information system in Wokingham town centre	A good parking management system can make it easier for drivers to find parking and reduce traffic congestion, journey times, fuel use and pollution by encouraging drivers to access the nearest car park to them, thus driving to and not through the town. We will investigate the costs and benefits of such a system for Wokingham town centre.	Medium
Develop a Car Sharing Strategy	We will work with large local employers to develop a borough-wide car sharing strategy. This will include the introduction of car share schemes and car clubs across the borough and in new developments.	Short/Medium
Enable and support events that celebrate our heritage and culture and support the vitality of rural villages	Local events allow us to celebrate our heritage and culture. On some occasions such events may benefit from a temporary road closure, enabled with a Temporary Traffic Order (TTO). We will support our residents in the delivery of events by guiding them through relevant processes.	Ongoing
Maintain safe and efficient access to the M4 and A329(M)	We will continue to work with National Highways and protect the interests of our own motorway to maintain their safe and efficient operation.	Ongoing

Policy Action	What We Will Do	Term*
Encourage and support National Highways to reduce noise and air pollution from the M4	We will continue to support National Highways to reduce air pollution from the M4 and further measures to reduce road noise.	Ongoing
DESIGN GUIDANCE, PROMOTIONS AND MONITORING		
Update of Wokingham Borough Council Living Streets design guidance	Our Living Streets highways guide for developers in Wokingham is aimed at encouraging well-designed developments that complement the local area. It will be updated to reflect changing design standards and guidance as well as the policies and plans detailed in this LTP and the Local Plan Update.	Short
Require developers to conform with Living Streets design guide and principles (or any successor document)	New developments must adhere to the Living Streets: A Highways Guide for Developers in Wokingham. This will ensure consistent design details and provisions that meet agreed and acceptable standards.	Ongoing
Promote My Journey for Travel Plans and monitoring of travel impacts for all new developments to ensure modal shift	The My Journey team will monitor the travel impacts of new developments and provide data to support future development planning and allocation. Where developers have opted to complete a travel plan rather than contribute to My Journey, the team will monitor these plans and ensure outcomes are delivered.	Ongoing
Develop My Journey activities to ensure continual effectiveness in promoting sustainable, safe and active travel for all	We will develop a programme to monitor and evaluate our active travel schemes to include an assessment of an inclusive environment, ease of movement, safety and public health, quality of place, economic benefit and climate and carbon emissions.	Ongoing

*Short term = 1-2 years, medium term = 3-5 years and long term = over 6 years

3.2 ZONE OF INFLUENCE

3.2.1. The Zone of Influence (ZoI) is defined by the potential effects arising from the plan or project and the potential pathways for those effects to reach and affect qualifying features of Habitats sites. The ZoI of different activities will vary according to their nature, the presence or otherwise of potential pathways and moderating factors such as natural attenuation or barrier effects.

3.2.2. In order to identify all strategic corridors where potential direct, indirect and in-combination effects could reasonably be considered possible, an initial buffer of 10km around the WBC boundary was applied. The premise is that 10km represents the average trip length from the National Transport Survey, as included in JNCC guidance for air quality (Chapman, C. and Kite, B. 2021) and traffic data for this buffer will be consulted and used in any detailed analysis of implementation schemes at future dates. This buffer was extended to 30km where bats are the qualifying features of a SAC, cSAC or pSAC.

4 RELEVANT DESIGNATED SITES

4.1.1. No Habitats sites are located within the WBC administrative boundary.

4.1.2. No Habitats sites where bats are a qualifying feature are located within 30km of the WBC boundary.

4.1.3. Four designated Habitats sites are located within 10km of the WBC boundary (as shown on Figure 1). These are:

- Thames Basin Heaths SPA (0.1km south and south-east of the WBC boundary at its closest point);
- Thursley, Ash, Pirbright & Chobham SAC (6.9km south-east of the WBC boundary at its closest point);
- Chilterns Beechwoods SAC (2.8km north-east of the WBC boundary at its closest point); and
- Windsor Forest and Great Park SAC (8.5km east of the WBC boundary at its closest point).

4.1.4. The reasons for designation of these sites, as well as their conservation objectives, are summarised in Table 4-1 below. Table 4-1 also summarises known vulnerabilities of these sites, collated from their Natura 2000 Standard Data Forms and Natural England Citations, Conservation Objectives and Site Improvement Plans (SIPs).

Table 4-1 – Relevant Habitats sites and known threats and pressures on these sites

Site Name	Site Size (ha)	Approx. Distance/ orientation from Site (km)	Summary of reasons for designation summarised on Natura 2000 Standard Data Form or Ramsar Information Sheet	Activities with greatest effect upon the site, as listed on Natura 2000 Standard Data Form or Ramsar Information Sheet	Pressures and threats listed within the Site Improvement Plan (NE, undated) (T=Threat, P=Pressure)	Conservation Objectives
Thames Basin Heaths SPA	8274.72	0.1km to the south/south-east (at closest point)	▪ S224 *Caprimulgus europaeus*; European nightjar (Breeding) ▪ S246 *Lullula arborea*; Woodlark (Breeding) ▪ S302 *Sylvia undata*; Dartford warbler (Breeding)	▪ H04 – Air pollution, air-borne pollutants ▪ G05 – Other human intrusions and disturbances ▪ B02 – Forest and Plantation management & use ▪ K02 – Biocenotic evolution, succession ▪ G01 – Outdoor sports and leisure activities, recreational activities	▪ Public Access/Disturbance (P/T) ▪ Undergrazing (P) ▪ Forestry and woodland management (P) ▪ Inappropriate scrub control (P) ▪ Wildfire/ arson (P) ▪ Air Pollution: impact of atmospheric nitrogen deposition (P/T) ▪ Feature location/extent/condition unknown (T) ▪ Military (T) ▪ Habitat fragmentation (P)	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring: ▪ The extent and distribution of the habitats of the qualifying features ▪ The structure and function of the habitats of the qualifying features ▪ The supporting processes on which the habitats of the qualifying features rely ▪ The population of each of the qualifying features ▪ The distribution of the qualifying features within the site.
Thursley, Ash, Pirbright and Chobham SAC	5138.00	6.9km south-east	▪ H4010. Northern Atlantic wet heaths with *Erica tetralix*; Wet heathland with cross-leaved heath ▪ H4030. European dry heaths	▪ J02 – Human induced changes in hydraulic conditions ▪ A04 – Grazing	▪ Invasive species (P/T) ▪ Wildfire/arson (P) ▪ Air Pollution: impact of atmospheric nitrogen deposition (P/T)	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving

Site Name	Site Size (ha)	Approx. Distance/ orientation from Site (km)	Summary of reasons for designation summarised on Natura 2000 Standard Data Form or Ramsar Information Sheet	Activities with greatest effect upon the site, as listed on Natura 2000 Standard Data Form or Ramsar Information Sheet	Pressures and threats listed within the Site Improvement Plan (NE, undated) (T=Threat, P=Pressure)	Conservation Objectives
			▪ H7150. Depressions on peat substrates of the *Rhynchosporion*	▪ K02 – Biocenotic evolution, succession ▪ H04 – Air pollution, air-borne pollutants ▪ G05 – Other human intrusions and disturbances	▪ Military (T) ▪ Habitat fragmentation (P)	the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: ▪ The extent and distribution of qualifying natural habitats ▪ The structure and function (including typical species) of qualifying natural habitats ▪ The supporting processes on which qualifying natural habitats rely.
Chilterns Beechwoods SAC	1285.86	2.8km north-east	▪ H9130 *Asperulo-Fagetum* beech forests ▪ H6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites) ▪ S1083 *Lucanus cervus* stag beetle	▪ I02 – Problematic native species ▪ I01 – Invasive non-native species ▪ K04 – Interspecific floral relations ▪ B02 – Forest and plantation management and use	▪ Forestry and woodland management (P/T) ▪ Deer (P/T) ▪ Changes in species diversity (T) ▪ Invasive species (P/T) ▪ Disease (T) ▪ Public Access/Disturbance (T) ▪ Air pollution: impact of atmospheric nitrogen deposition (P)	Ensure that the integrity of the site is maintained or restored as appropriate and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: ▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species ▪ The structure and function (including

Site Name	Site Size (ha)	Approx. Distance/ orientation from Site (km)	Summary of reasons for designation summarised on Natura 2000 Standard Data Form or Ramsar Information Sheet	Activities with greatest effect upon the site, as listed on Natura 2000 Standard Data Form or Ramsar Information Sheet	Pressures and threats listed within the Site Improvement Plan (NE, undated) (T=Threat, P=Pressure)	Conservation Objectives
						typical species) of qualifying natural habitats ■ The structure and function of the habitats of qualifying species ■ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ■ The populations of qualifying species ■ The distribution of qualifying species within the site.
Windsor Forest and Great Park SAC	1680.18	8.5km east	■ H9190 Old acidophilous oak woods with *Quercus robur* on sandy plains ■ H9120 Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (*Quercion robori-petraeae* or *Ilici-Fagenion*) ■ S1079 *Limoniscus violaceus* violet click beetle	■ I01 – Invasive non-native species ■ H04 – Air pollution, air-borne pollutants ■ K04 – Interspecific floral relations ■ B02 -Forest and plantation management and use	■ Forestry and woodland management (P/T) ■ Invasive species (T) ■ Disease (T) ■ Air pollution: impact of atmospheric nitrogen deposition (P)	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: ■ The extent and distribution of qualifying natural habitats and habitats of qualifying species ■ The structure and function (including

Site Name	Site Size (ha)	Approx. Distance/ orientation from Site (km)	Summary of reasons for designation summarised on Natura 2000 Standard Data Form or Ramsar Information Sheet	Activities with greatest effect upon the site, as listed on Natura 2000 Standard Data Form or Ramsar Information Sheet	Pressures and threats listed within the Site Improvement Plan (NE, undated) (T=Threat, P=Pressure)	Conservation Objectives
						typical species) of qualifying natural habitats ■ The structure and function of the habitats of qualifying species ■ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely ■ The populations of qualifying species ■ The distribution of qualifying species within the site.

4.2 POTENTIAL OF THE WBC LTP4 TO RESULT IN HABITATS SITES PRESSURES AND THREATS

4.2.1. Combined consideration of the Objectives and Policy Actions of the LTP4 set out in Table 3-1 and the pressures and threats identified for the Habitats sites within the ZoI presented in Table 4-1 has identified the following potential pathways of effect:

- Air quality (Air pollution: impact of atmospheric nitrogen deposition)
- Potential for improved access by people (Public Access/Disturbance)

4.2.2. Habitats sites are entirely located outside the boundary of WBC and no watercourse pathways are present linking areas within WBC downstream into habitats sites. This is considered to greatly limit the potential for 'construction phase' type effect pathways including site pollution and physical loss and damage.

4.3 AIR QUALITY INPUT TO HRA SCREENING

CRITICAL LEVELS FOR NO_X AND NH_3

4.3.1. Critical Levels are used to estimate the exposure of sensitive vegetation and ecosystems to some important airborne pollutants, below which significant harmful effects are not expected to occur. These levels have been adopted by the European Union and the United Nations Economic Commissions for Europe (UNECE) and are used as regulatory standards and are expressed in units of µg/m^3 (micrograms per cubic metre).

4.3.2. Critical Levels are not habitat specific, as with Critical Loads, but have been set to cover broad vegetation types. For NO_x concentrations, there are Critical Levels given for both annual and 24 hour mean concentrations, irrespective of habitat type. For NH_3, there are two values relevant to annual mean concentrations, one (1µg/m^3) for where lichens and bryophytes are present (and form a key part of the ecosystem integrity), which are particularly sensitive to changes in NH_3, and another (3µg/m^3 with an uncertainty range of 2 – 4µg/m^3) for all remaining vegetation.

4.3.3. The relevant Critical Levels for NO_x and NH_3 relating to the protection of vegetation and ecosystems are summarised in Table 4-2.

Table 4-2 - Relevant NO_x and NH_3 Critical Levels for the Protection of Vegetation and Ecosystems

Pollutant	Concentration (µg / m^3)	Averaging Period
Nitrogen oxides (NO_x)	30	Annual Mean
	75	24-hours
Ammonia (NH_3)	3 (uncertainty of 2 - 4µg/m^3 for higher plants)	Annual Mean
	1 (where lichens and bryophytes are present)	Annual Mean

CRITICAL LOADS

4.3.4. In addition to the direct effect of pollutant concentrations in the air, vegetation can also be affected by the deposition of pollutants and particles onto both the ground and vegetation. Close to roads, nitrogen deposition can be of concern for sensitive ecological sites as it can result in a variety of adverse effects depending on the habitats present (e.g. interfering with photosynthesis, increasing acidification, altering species composition etc).

4.3.5. When considering the effects of nitrogen deposition from the air onto habitats and vegetation, the relevant assessment benchmarks are known as 'Critical Loads'. Critical Loads are defined as:

"…a quantitative estimate of exposure to one or more pollutants below which significant harmful effects on specified sensitive elements of the environment do not occur according to present knowledge".

4.3.6. In the UK, Critical Loads have been established for a wide range of habitat and vegetation types, reflecting the variation in ecosystem responses. Details of the Critical Loads relevant to a specific habitat or designated site are available from the Air Pollution Information Systems (APIS) website[15]. In relation to Critical Loads, N Dep is expressed in units of kilograms of nitrogen per hectare per year (Kg N/ha/yr).

4.3.7. A summary of the relevant Critical Loads for the identified Habitats sites is provided in Appendix B .

BASELINE CONDITIONS

NOx Concentrations

4.3.8. Existing background annual mean NO_x values for 2023 for the identified Habitats sites have been taken from the national maps provided by Defra, where background concentrations of NO_x have been mapped at a grid resolution of 1 x 1km for the whole of the UK, and are provided in Appendix C.

4.3.9. These indicate that the Critical Level for annual mean NO_X concentrations (of 30µg/m^3) is being met within all the identified Habitats sites. Notwithstanding this, it should be noted that background concentrations are representative of concentrations that can be experienced away from a pollution source. That is, they do not take into account contributions from specific activities/sources, such as a busy road or a combustion source, but represent the contribution to total pollutant concentrations that has been transported by the wind into an area from further away. Therefore, within increasing proximity to a pollution source, such a busy road, annual mean NO_x concentrations will increase such that there could be the potential for exceedances of the Critical Level for this pollutant within the Habitats sites at locations near to the roadside. The use of background annual mean NO_x concentrations in the screening process should be treated with caution.

NH_3 Concentrations

4.3.10. Based on the information presented within Appendix B:

[15] http://www.apis.ac.uk/

- At Windsor Forest and Great Park SAC, a Critical Level of 1or 3µg/m^3 is applicable depending on the presence of bryophytes and lichens. Where a Critical Level of 3µg/m^3 applies, the Critical Level is being met (based on minimum and maximum concentrations). Where a Critical Level of 1µg/m^3 applies, the maximum and minimum concentrations (1.0µg/m^3 and 0.9µg/m^3) suggest concentrations are at or close to exceeding the Critical Level in all locations across the SAC.
- At Chilterns Beechwoods SAC, where the habitat present suggests applying a Critical Level of 1µg/m^3 (Semi-natural dry grasslands and scrubland facies on calcareous substrates), the Critical Level is being exceeded (based on minimum and maximum concentrations). For *Asperulo-Fagetum* beech forests, the relevant Critical Level for NH_3 is cited as 1 - 3µg/m^3, depending on the presence of lichens and bryophytes. The minimum and maximum NH_3 concentrations indicate exceedances where a Critical Level of 1µg/m^3 is to be applied (i.e., where lichens and bryophytes are present). Where 3µg/m^3 is to be applied, the Critical Level is being met. For *Lucanus cervus* (stag beetle), the relevant Critical Level (3µg/m^3) is being met.
- At Thursley, Ash, Pirbright & Chobham SAC, NH_3 concentrations are below the most stringent Critical Level for NH_3.of 1µg/m^3. Notwithstanding this, the potential for effects due to increased NH_3 as a result of the LTP4 cannot be discounted, particularly taking into account that background concentrations of NH_3 are forecast to increase year on year[16].
- At the Thames Basin Heaths SPA, the relevant Critical Level for annual mean NH_3 concentrations are not sensitive. Notwithstanding this, the potential for effects due to increased NH_3 as a result of the LTP4 cannot be discounted, particularly taking into account that background concentrations of NH_3 are forecast to increase year on year[17].

N Deposition

4.3.11. Based on the information presented within Appendix B:

- At Windsor Forest and Great Park SAC, the relevant Critical Load range for all the listed habitats is 10 -15 kg N/ha/yr. The maximum and minimum rates of N deposition indicate that both the lower and upper Critical Load values are exceeded across the SAC.
- At Chilterns Beechwoods SAC, a number of Critical Load ranges apply, dependent on habitat type:
  - For *Asperulo-Fagetum* (beech forests) and *Lucanus cervus* (stag beetle), where Broadleaved deciduous woodland is the supporting habitat, the applicable Critical Load range is 10 -15 kg N/ha/yr. The data presented in Appendix B indicate that N deposition rates currently exceed both the lower and upper Critical Load ranges.
  - For semi-natural dry grasslands and scrubland facies on calcareous substrates the applicable Critical Load range is 10 - 20 kg N/ha/yr. The data presented in Appendix B indicate that N deposition rates currently exceed the lower Critical Load range for this habitat type but that the upper Critical Load range is currently being met.

[16] Nitrogen Futures (jncc.gov.uk)

[17] Nitrogen Futures (jncc.gov.uk)

- At Thursley, Ash, Pirbright & Chobham SAC, for the following habitats where the relevant Critical Load range is 5 -15 kg N/ha/yr, maximum and minimum rates of N deposition indicate that the lower Critical Load range (5 kg N/ha/yr) is exceeded but that the upper Critical Load range (15 kg N/ha/yr) is met: Depressions on peat substrates of the *Rhynchosporion*; Northern Atlantic wet heaths with Erica tetralix and European dry heaths.
- At Thames Basin Heaths SPA, the upper and lower Critical Load values (5-15 kg N/ha/yr) for coniferous woodland are being exceeded, based on the minimum and maximum values presented. Coniferous woodland (native) is supporting habitat to both *Caprimulgus europaeus* (European nightjar) and *Lullula arborea* (Wood lark). For dry heath, which provides supporting habitat to *Caprimulgus europaeus* (European nightjar), *Lullula arborea* (Wood lark), and *Sylvia undata* (Dartford Warbler), the lower Critical Load value of 5 kgN/ha/yr is exceeded based on the APIS information, whereas the upper Critical Load value of 15 kgN/ha/yr is met throughout the SPA.

4.3.12. This is not to say that all these areas will be significantly impacted by WBC's LTP4 but it does highlight areas that will be particularly sensitive to any changes in air quality as a result of WBC's LTP4.

PUBLIC ACCESS / DISTURBANCE

4.3.13. As part of the screening exercise, consideration has also been given to the sensitivities of the Habitats sites to public access and disturbance. Policy locations in proximity to these sites can lead to an increase in visits to the sites, with the result that additional pressures can arise including increased incidence of fire, disturbance to roosting, feeding and breeding birds, trampling and increased predation rates in heathland environments.

4.3.14. The Habitats sites identified in this screening include those designated for habitats, specifically heathland and woodland, those designated for heathland or bird species, and sites designated for invertebrate interest. The habitats or qualifying features of the Habitats sites are therefore vulnerable to additional pressures from public access or disturbance through different mechanisms.

4.3.15. The location of the identified Habitats sites in South East England places them in a location of acute pressure from high population density and predicted growth, with the corresponding identified trend to visit these sites more.

SUMMARY OF DISCUSSION ON PRESSURES AND THREATS

4.3.16. The screening exercise has considered the high-level pressures and threats to each site as set out in Table 4-1 and based on published research and reports for individual sites. This is presented in Table 5-1 below.

Table 4-3 – Discussion of Identified Pressure and Threats

Pressure/threat	Habitats sites concerned	Discussion
Air pollution: impact of atmospheric nitrogen deposition	Thames Basin Heaths SPA	The Site Improvement Plan (SIP) states: "*Nitrogen deposition exceeds the site-relevant critical load for ecosystem protection. The aerial pollution may be promoting changes in species composition of mires towards Molinia and sedge dominated systems rather than Sphagnum dominated; spread of Molinia into wet and dry heath also appears to be promoted by high nitrate levels. This is most likely to be a current issue at Chobham Common but may represent a chronic adverse impact over the complex as a whole*." Whilst no traffic data was available for review as part of this screening assessment, the proximity of Thames Basin Heaths SPA to WBC's administrative boundary (0.1km from the southern WBC boundary) means that the SPA falls within the identified ZOI and could be affected by the LTP4 policies (or infrastructure proposed to deliver LTP4). This Habitats site is also subject to a range of other influences including physical damage to vegetation by recreational pressures.
	Chilterns Beechwoods SAC	N Deposition currently exceeds the site relevant Critical Loads. The SIP suggests that impacts associated with N deposition are unclear. However, a Site Nitrogen Action Plan is the recommended measure/action to manage the issue. Whilst no traffic data was available for review as part of this screening assessment, the SAC is located 2.8km northeast of the WBC boundary, at its nearest point, and is therefore within the identified ZOI of LTP4 and could be affected by the LTP4 policies (or infrastructure proposed to deliver LTP4).
	Windsor Forest and Great Park SAC	N Deposition currently exceeds the site relevant Critical Loads. The SIP suggests that likely sources include Heathrow airport which is close to Windsor Forest and Great Park SAC. Air quality is likely to be an issue for old trees, fungi and lichens. Whilst no traffic data was available for review as part of this screening assessment, the SAC is located 8.6km east of the WBC boundary, at its nearest point, and is therefore within the identified ZOI of LTP4 and could be affected by the LTP4 policies (or infrastructure proposed to deliver LTP4). However, the distance does suggest that a reasonable degree of distribution of traffic over the local network is likely to occur between the policy locations and the Habitats site.
	Thursley, Ash, Pirbright and Chobham SAC	N Deposition currently exceeds the site relevant Critical Loads. As this site overlaps with the Thames Basin Heaths SPA, they share a SIP. The extract outlined above for Thames Basin Heaths SPA is therefore equally applicable/relevant to the Thursley, Ash, Pirbright and Chobham SAC. No traffic data was available for review. The SAC is located 6.9km from WBC boundary. Whilst this still falls within the identified ZoI, the distance does suggest that a reasonable degree of traffic distribution

Pressure/threat	Habitats sites concerned	Discussion
		over the local network is likely to occur between the policy areas and the Habitats site.
Public access/ disturbance	Thames Basin Heaths SPA	Public access and disturbance are listed as both pressures and threats on the designated site and specifically the features of European nightjar, woodlark and Dartford warbler. The proposed measure in the SIP to address this is the creation of an over-arching access management strategy however it is uncertain how such measures can effectively mitigate additional visitors as nearby resident numbers increase. The SIP identifies that parts of the SPA are already subject to high levels of recreational use and that a significant proportion of this is dog walking, with a likely associated effect on the distribution, breeding success and overall numbers of ground nesting-birds. The SIP also identifies the “avoidance” measures in place, including the provision of Suitable Accessible Natural Green Space (SANGS) for surrounding areas, but additional research and habitat management are also presented as required to manage the pressures and threats from public access.
	Chilterns Beechwoods SAC	Public access and disturbance are listed as threats on the designated site. The proposed measures in the SIP to address this issue/threat are: i) Engage visitors in the nature conservation features of the SAC and how they are best conserved, (for example how deadwood needs to be left in- situ to provide habitat). Achieve this through rangering, interpretation/events and websites (integrated into existing activities or as new activities). ii) Raise awareness amongst landowners about appropriate deadwood management in order to conserve Stag beetle populations, including guidance about tree surgery and tree safety in publicly accessible areas. Draw on existing best practice publications.

5 STAGE 1: SCREENING OF POTENTIAL EFFECTS

5.1 INTRODUCTION

5.1.1. The LTP4 is not directly connected with, or necessary for, the management of any of the Habitats sites listed in Table 4-1. It has not been conceived solely to further the conservation of the site(s) and nor is it essential to the management of the site(s). Therefore, further consideration of the LTP4 within the HRA process is required.

5.2 CONSIDERATION OF EFFECTS

5.2.1. The development of, or improvements to, infrastructure within the ZoI of Habitats sites as a result of the implementation of the LTP4 has the potential to result in a number of short and long-term effects, as detailed in Table 5-1 below.

Table 5-1 – Potential impacts on Habitats sites resulting from the implementation of the LTP4.

Potential effects	Development actions/activities
Air Quality	Increase in atmospheric pollutants during construction and operation (nitrogen deposition and NO_X and NH_3 concentrations, dust).
Habitat / Species Disturbance	Construction and operation of new developments (noise, air, visual disturbance). Recreational pressures during operation including improved access.

5.2.2. Each of the proposed Policy Actions set out to implement the vision themes of the LTP4 have been subject to an initial screening exercise to assess whether they could give rise to LSE on Habitats sites.

5.2.3. Where proposals will clearly not lead to specific infrastructure projects or any tangible effects on Habitats sites, for example as a result of being communication-based, they have been screened out. Where there is still the likelihood of significant effects of Policy Actions on the integrity of Habitats sites or any uncertainty in this respect, in line with the precautionary principle, Policy Actions have been screened in.

5.2.4. Table 5-2 below sets out each of the proposed Policy Actions for implementation of the LTP4, which have been subject to an initial screening assessment.

Table 5-2 – Screening of the LTP4 Policy Actions

Policy Action	What We Will Do	Screening Outcome	Justification
HEALTH AND WELLBEING			
Enable and support the Council's ambition to become a 'Marmot' borough	We will ensure our activities are focussed in key areas, aligning with Marmot principles and the Council's plans around this. Prioritisation of our work will include consideration of the level of contribution each activity makes towards becoming a Marmot Borough.	Screened out	This is a general Policy action which will not lead to LSE.
Support the Community Vision 2035 and Council Plan for Wokingham borough to become a great place to live, learn, work and grow and a great place to do business	The prioritisation of transport schemes and initiatives will include consideration of the level of contribution each activity makes towards the Council Plan and community vision.	Screened out	This is a general Policy action which will not lead to LSE.
Adopt the Healthy Streets approach to all new schemes	All new schemes must demonstrate how street layouts and public realm satisfy the ten Key Healthy Streets Indicators, which are: Pedestrians from all walks of life; People choose to travel by active means (including walking and cycling) and use public transport; Clean air; People feel safe; Not too noisy; Easy to cross; Places to stop and rest; Shade and shelter; People feel relaxed; Things to see and do.	Screened out	This is a general Policy action which will not lead to LSE. Policy likely to be beneficial for air quality as promotes travel via active means and clean air.
SAFER STREETS FOR ALL			
Develop a Vision Zero Action Plan	We will adopt the principles of Vision Zero, a multidisciplinary approach that brings together stakeholders such as transportation professionals, policymakers, public health officials, police, and	Screened out	This is a general Policy action which will not lead to LSE.

Policy Action	What We Will Do	Screening Outcome	Justification
	community members to reduce traffic fatalities and severe injuries. It is based on the belief that no death or serious injury is acceptable on roads. It is also known as the Safe System approach which has five pillars: Safe roads; Safe speeds; Safe vehicles; Safe road use; and Post-crash care, meaning improved collision investigation, enabling us to learn from crashes and prevent the mistakes of the past.		
Implement passive and active traffic speed controls to enforce and manage traffic speeds outside urban areas	Where a need for such measures is indicated in accident statistics or supported locally with evidence, we will look to introduce measures to maintain and improve road safety for all users.	Screened out	As there are no Habitats sites within WBC's administrative area, implementing passive active traffic and speed controls to enforce and manage traffic speeds outside urban areas will likely have no impact on air quality within the vicinity of the identified Habitats sites. There is the potential for some redistribution of traffic on the road network from drivers avoiding areas where traffic speed controls are being implemented, which may extend to roads outside of WBC's administrative area (and potentially within 200m of Habitats sites). However, these changes are unlikely to be significant and, therefore, no LSE are likely to occur..

Policy Action	What We Will Do	Screening Outcome	Justification
Implement 20mph speed limits, where supported and evidenced by affected local communities	The council will support and assist the delivery of 20mph speed limits, where supported and evidenced by affected local communities, recognising the contribution of such measures to enable safe, healthy, equitable mobility for all.	Screened out	Introducing a 20mph speed limit will impact on vehicle emissions and may result in a redistribution of traffic on the road network (to avoid areas with a speed restriction). However, any impacts are likely to be localised to the town centres and immediate surrounds. Therefore, no LSE are likely to occur.
ENVIRONMENTAL IMPACTS			
Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality	The council has designated several areas as Air Quality Management Areas (AQMAs) due to poor air quality. Removing air quality exceedances in current AQMAs is a short-term priority for the LTP. We will help to deliver Air Quality Action Plans (AQAPs) to reduce air pollution and improve health and wellbeing. We will seek to use traffic engineering techniques that are cost-effective and have a short implementation period to achieve reductions in air quality. We will consider options to implement traffic management to improve the speed and efficiency of existing traffic volumes and - where appropriate and locally supported - reduce traffic volumes. We will ensure these measures are affordable and feasible and achieve a balance between improved traffic flow and environmental benefits.	Screened out	This is a general Policy action which will not lead to LSE. Policy likely of benefit to local air quality. Detailed consideration should be given to the individual traffic management schemes as they come forward (i.e.at project level) to ensure no adverse effects adjacent to other roads on the wider network (notably those that fall within 200m of one the identified designated sites) because of a displacement of traffic that may occur as a result of the transport management strategies.

Policy Action	What We Will Do	Screening Outcome	Justification
DIGITAL ACCESS			
Support the development and delivery of a one-stop-shop for travel information and to plan journeys	The council will learn from the experiences of Solent Transport with its Breeze app. We will work with partners to develop a similar product (website or mobile phone app) and will encourage and link to partner organisations with similar offerings.	Screened out	This is a general Policy action which will not lead to LSE.
ACCESS FOR ALL			
Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability.	The council will work with our partners to reduce or remove these travel restrictions, where agreed with operators, to enable independent travel for work, education, health, leisure and social purposes.	Screened out	This is a general Policy action which will not lead to LSE
Support and promote volunteer services to enable independent travel by those with a physical or mobility disability.	The council will seek opportunities to extend and where possible support volunteer service providers to increase the scope of their services for health, leisure and social purposes.	Screened out	Whilst in theory this policy could lead to a small increase in traffic through additional journeys, the scale of increase is unlikely to be significant and these will likely be localised journeys (i.e. to access services within WBC's administrative area) and are unlikely to change traffic within the vicinity of Habitat sites (all of which fall outside of WBC's administrative area). . Therefore, this will not lead to LSE.
Relaunch training on how to use buses and trains for those with a disability and mobility impairment	We will continue to promote the existing service provided by our partners Optalis. We will look to expand it to support eligible individuals as and when funding becomes available.	Screened out	This is a general Policy action which will not lead to LSE

Policy Action	What We Will Do	Screening Outcome	Justification
Provide measures that support and enable independent travel for all	The council will identify opportunities to provide capital-funded infrastructure, such as surfaced footways and cycle routes, to every bus stop to enable independent travel by all. We will encourage public transport operators to provide visual and audible announcements on all trains and buses and work with train operators to improve accessibility at all stations. We will increase education and raise awareness for transport providers around specific groups e.g. those with learning difficulties and those people with autism. We will also review our bus stop policy to ensure the needs of all users are fully considered.	Screened out	Encouraging shifts towards more sustainable lifestyles and behaviours are compatible with the aims of conserving the integrity of Habitats sites. The infrastructure referred to in this measure is likely to be urban-focussed and small-scale in nature and as such will not lead to LSE.
Provide travel safety guidance and advice for women, minorities and children	We will provide a travel guide for women and minorities to inform them of their travel options and consider these needs in our service delivery.	Screened out	This is a general Policy action which will not lead to LSE
Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel	We will extend the service provided by My Journey to include travel and transport advice and information for those with physical or mobility disability to support and enable independent travel. Where funding allows, we will also look to My Journey to provide a point of contact for this group.	Screened out	This is a general Policy action which will not lead to LSE
Manage on-street parking to keep footways clear of parked vehicles and those making deliveries	We will raise awareness of the issue and seek appropriate powers to manage pavement parking where alternative parking is available and where pedestrian safety is at risk.	Screened out	Actions arising from this policy will not lead to LSE
Review residential parking conditions to ensure residents without off street parking can access their property from parked	Current parking controls and associated parking restrictions also make it hard for health visitors, carers or labourers or visitors to households to park in residents' streets. In unrestricted town centre streets, residents regularly have to compete for on-street parking with	Screened out	This is a general Policy action which will not lead to LSE

Policy Action	What We Will Do	Screening Outcome	Justification
vehicles a reasonable distance from their homes	commuters, town centre workers or shoppers/visitors who seek free parking, which is unfair to residents.		
Coordinate the location of community hubs and access to them for health equality and wellbeing	Coordinating community hubs with the appropriate access by different modes of transport can improve health equality and well-being. We will provide high quality public transport links to these which can be important for low-income individuals and other population groups less likely to have access to a car, especially where we can improve access to health services.	Screened out	This is a general Policy action which will not lead to LSE
Consider more uses for park and ride locations and other underutilised highway assets	We will explore opportunities to optimise the use of existing highways assets which may or may not include additional and/or complementary uses that promote the wider objectives of this transport plan. Options might for example include an EV charging station, active travel hub, motability centre, freight consolidation centre, e-bike cargo hub, and a travel training centre.	Screened out	This is a general Policy action regarding use of existing infrastructure which will not lead to LSE
ACTIVE TRAVEL: WALKING, CYCLING AND WHEELING			
Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan	We will implement the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan.	Screened out	These are existing plans already being enacted. The detail of this measure confirms a WBC area focus and this measure has therefore been screened out as not leading to LSE.
We will deliver a network of greenways, quiet rural roads and green lanes for commuting and leisure purposes to improve accessibility and safety for walking, cycling, wheeling and horse riding	The council will retain its ambition to deliver a network of routes for commuting, horse riding and leisure purposes and, where funding allows, deliver them incrementally to provide a network across the borough.	Screened out	The creation of high-quality greenway facilities could lead to future infrastructure projects being delivered within or leading to Habitats sites and subsequent increased usage

Policy Action	What We Will Do	Screening Outcome	Justification
			and access to those locations. The detail of this measure confirms a within-WBC area focus and as Habitats sites are not present within the Borough this measure has therefore been screened out as not leading to LSE.
Continue to Implement a promotional campaign for active travel	My Journey will continue to promote active and sustainable transport within the borough.	Screened out	This is a general Policy action which will not lead to LSE
Work with neighbouring authorities to provide an e-bike hire scheme in the borough	The council will investigate the feasibility of providing an e-bike r trial scheme, potentially, jointly with Reading and/or Bracknell, recognising that our residents travel to destinations outside the borough. Electric bikes are one of the most eco-friendly travel options available. They produce zero emissions at the point of use and run on low quantities of electricity. Studies have suggested that use of e-bikes e- have helped to provoke positive moods and alleviate negative feelings such as stress which contributes to better mental wellbeing.	Screened out	This is a general Policy action which will not lead to LSE. Policy likely of benefit to local air quality through promotion of sustainable transport measures.
Provide new Active Travel Design guidance for Wokingham	We will produce new design guidance for the borough to ensure our plans are in line with the national LTN 1/20 (and other relevant guidance) whilst ensuring consistency across new developments and new schemes in the borough.	Screened out	This is a general Policy action which will not lead to LSE
Maintain and expand the cycle training programmes for all	My Journey has been running Bikeability (a programme funded by the Department for Transport) successfully for several years and has won a national award. The My Journey team has expanded the core cycle training	Screened out	This is a general Policy action which will not lead to LSE

Policy Action	What We Will Do	Screening Outcome	Justification
	scheme; it now starts with two-year olds and is inclusive of all ages and abilities.		
Provide a range of secure cycle parking options at local destinations	We will work with our partners, public transport operators, developers and service providers to improve and increase secure cycle parking across the borough. This includes spaces for non-standard cycles and considering the needs of those with disabilities.	Screened out	Encouraging shifts towards more sustainable lifestyles and behaviours are compatible with the aims of conserving the integrity of Habitats sites. The infrastructure referred to in this measure is likely to be urban-focussed and small-scale in nature and as such will not lead to LSE.
Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users	We will undertake an audit of our road and cycling network to provide a conditions report that can be used to inform and advise on appropriate infrastructure investment, where funding allows, to ensure it provides the service intended for its users, their abilities and competencies.	Screened out	This is a general Policy action which will not lead to LSE
Implement a network of integrated transport hubs across the borough	We will integrate a network of transport hubs in new developments as well as elsewhere in the borough. This will be explored further in the future mobility strategy, and it will be ensured that this aligns with our other strategies, particularly the LCWIP and BSIP programmes.	Screened out	This is a general Policy action which will not lead to LSE. It is assumed that the future mobility strategy will be subject to its own HRA which will consider the proposed locations for the transport hubs and potential for LSE.
Enhance pedestrian access and safety for all in local service centres	We will adopt a new assessment process/policy for new crossings to ensure we are consistent across the borough. We will ensure accessibility for all community members with safe crossings, clear signage and good	Screened out	This is a general Policy action which will not lead to LSE.

Policy Action	What We Will Do	Screening Outcome	Justification
	lighting. Overall, prioritising pedestrian access and safety makes local centres vibrant, inclusive, and sustainable.		
SCHOOL TRAVEL			
Continue to deliver and also refresh our Sustainable Routes to School Strategy to enable and support independent travel for all to schools and colleges	The government requires all local authorities to promote the use of sustainable travel to, from and between schools as part of the duty of the Education and Inspections Act 2006. Where funding allows, we will produce a strategy to deliver this effectively for the pupils and their families in the borough. An approach for children with special educational needs in consultation with relevant groups and families will be a particular focus. This follows feedback about concerns, including that travel training needs to start long before any expectation of independent travel to school or college.	Screened out	This is a general Policy action which is promoting travel to school via sustainable modes and will not lead to LSE.
Deliver infrastructure to enable and support independent travel for all to schools and colleges	The council will, as part of its refresh of the Sustainable Routes to School Strategy, identify opportunities to provide capital-funded infrastructure to schools such as surfaced footways and cycle routes, level boarding at every bus stop, and encourage public transport operators to provide visual and audible announcements on all trains and buses to support and enable independent travel to schools in addition to supported services.	Screened out	Encouraging shifts towards more sustainable lifestyles and behaviours are compatible with the aims of conserving the integrity of Habitats sites. The infrastructure referred to in this measure is likely to be urban-focussed and small-scale in nature and as such will not lead to LSE.
Implement School Streets at suitable locations	School streets are managed spaces outside schools with a temporary restriction on motorised traffic at school drop-off and pick-up times that improve safety and air quality for children. This will be implemented, where evidenced by affected local communities, to provide a safer, healthier and more pleasant environment for everyone.	Screened out	This measure is compatible with the aims of conserving the integrity of Habitats sites by helping promote sustainable travel and shifts towards more sustainable lifestyles and

Policy Action	What We Will Do	Screening Outcome	Justification
			behaviours. It will not lead to LSE.
Continue to promote sustainable and active travel for all at schools through Modeshift STARS	Modeshift STARS is an online travel plan toolkit managed by My Journey that assists schools in promoting sustainable and active travel. It helps schools to create, develop, implement, monitor and evaluate travel plans and the initiatives contained within them. It also helps schools to reduce congestion and improve air quality, health and road safety around the school, as well as gain national awards and support Eco-schools. We will continue to offer this to schools with grant incentives where funding allows.	Screened out	This measure is compatible with the aims of conserving the integrity of Habitats sites by helping promote sustainable travel and shifts towards more sustainable lifestyles and behaviours. It will not lead to LSE.
PUBLIC TRANSPORT			
Deliver the Bus Service Improvement Plan through the Enhanced Partnership with bus operators	Developed with local bus operators, neighbouring authorities and local businesses, the BSIP sets out how we will work in partnership to transform the borough's bus network. Delivery of the plan is subject to suitable funding being secured, with some of the proposals expected to take longer to deliver than others.	Screened out	The measures within this plan are either general policy actions that will not lead to LSE (such as fare and ticketing changes) or compatible with the aims of conserving the integrity of Habitats sites by ensuring improvements in air quality through measures to reduce emissions to air (such as transitions to zero emission buses).
Continue to fund community Dial a Ride services	Council funding for these services is limited but the council will continue to support Dial a Ride services where possible, be this through funding opportunities or promotion of existing services.	Screened out	This is a general Policy action which will not lead to LSE.

Policy Action	What We Will Do	Screening Outcome	Justification
Support improved bus and rail service reliability and frequencies	The council currently has little say on the route operations, service frequency and fares of bus and rail companies. However, it will always support improved bus and rail service reliability and service frequency, and will lobby for and support additional route operations and services where it benefits our residents.	Screened out	This is a general Policy action which will not lead to LSE.
Review the council's Bus Stop Policy and deliver a programme of ongoing improvements; ensure high quality bus stop infrastructure in new developments	Our existing bus stop policy was produced in 2011. The policy needs to be updated taking account of the expectations of bus passengers and standardise bus stop infrastructure at stops ranging from those in rural areas with relatively infrequent services to important public transport interchanges. It will also take advantage of new technology and potential income streams for the council to maximise the attractiveness of bus services for our residents.	Screened out	Encouraging shifts towards more sustainable lifestyles and behaviours are compatible with the aims of conserving the integrity of Habitats sites. The infrastructure referred to in this measure is likely to be urban-focussed (including routing) and small-scale in nature and as such will not lead to LSE.
Develop a sustainable plan to enable better access to Twyford station for all users	A comprehensive plan for Twyford station will be prepared to increase walking and cycling accessibility and mode share, and to provide good bus access. It also needs to cater for those needing to drive to and park at the station.	Screened out.	Encouraging shifts towards more sustainable lifestyles and behaviours are compatible with the aims of conserving the integrity of Habitats sites. However, it is unclear whether any development of new infrastructure will be required. Although the scale of the development is unknown, Twyford station is located more than 10km from the nearest Habitats site (Chilterns Beechwoods SAC). Therefore, this measure is unlikely to lead

Policy Action	What We Will Do	Screening Outcome	Justification
			to LSE and has been scoped out of further assessment.
FREIGHT			
Update the Freight Strategy for the borough	Our Freight Management Policy dates from 2012. The policy will be updated to address the challenges associated with the movement of goods in Wokingham, and detail actions to deliver appropriate, efficient, clean and safe freight movements as well as broader air quality and net-zero objectives.	Screened out	This is a general Policy action, supporting broader air quality and net-zero objectives, which will not lead to LSE.
Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres	We will support the use of cargo bikes and low emission vehicles for deliveries in our urban environments and local centres.	Screened out	This measure is compatible with the aims of conserving the integrity of Habitats sites by helping promote sustainable travel and shifts towards more sustainable lifestyles and behaviours. It will not lead to LSE.
OPERATIONAL MAINTENANCE			
Implement an annual Maintenance Management Plan for our transport networks to reduce the time, costs and inconvenience caused by reactive works, and to anticipate potential impacts from climate change	We will harness the council's systems, operatives, data, technology and connectivity, and those of our partners and transport operators to improve the way our transport network is designed, maintained, built, operated and used. This will enable safer journeys, faster delivery and an enhanced customer experience for all.	Screened out	This is a general Policy action which will not lead to LSE.
Identify a priority network of pedestrian and cycle routes and ensure a maintenance management plan is in place	To support our active travel ambitions and a Sustainable Routes to School Strategy, we will identify a key network of walking and cycling routes in line with the Highways Act and, subject to funding, include them in a planned	Screened out	This measure is compatible with the aims of conserving the integrity of Habitats sites by helping promote sustainable

Policy Action	What We Will Do	Screening Outcome	Justification
	maintenance programme to ensure access in all seasons and in all weathers, and during but not limited to school terms, to include wayfinding, lighting, surfacing, maintenance, vegetation control and winter treatment.		travel and shifts towards more sustainable lifestyles and behaviours. It will not lead to LSE.
INFRASTRUCTURE DELIVERY			
Ensure the timely delivery of necessary infrastructure required to support new development	We will work with developers and utility companies to ensure coordination of necessary infrastructure. We will encourage developers to deliver transport infrastructure early in the delivery of their projects so that the infrastructure is already available for use prior to opening any new development.	Screened out	This is a general Policy action which will not lead to LSE.
Develop and maintain a current list of schemes that have been identified from all sources.	A multi-criteria assessment tool will be developed to prioritise schemes. There is a live list of all schemes requested including those identified from studies and other sources. These schemes need to be prioritised to ensure that those contributing most to the delivery of council objectives are completed first with the limited funds and resources available.	Screened out	This is a general Policy action which will not lead to LSE.
Align the delivery of improvement schemes with the maintenance programme	Where practical we will seek to coordinate improvement schemes with the maintenance programme to minimise the level of disruption and provide an enhanced customer experience for all.	Screened out	This is a general Policy action which will not lead to LSE.
Increase the use of lower carbon materials in construction and highway maintenance	Where possible we will continue to work with suppliers to reduce the carbon impact of the materials we use and the activity of our contractors.	Screened out	This is a general Policy measure which will not lead to LSE.
Test and trial measures that support LTP objectives and reduce maintenance	The council is open to innovation and new ways of addressing and improving transport and travel matters. We will identify opportunities to apply for funding and trial measures that could improve longevity of our streets and	Screened out	This is a general Policy measure which will not lead to LSE.

Policy Action	What We Will Do	Screening Outcome	Justification
	its furniture. This could result in reduced maintenance costs or more effective delivery of the LTP.		
Implement the Electric Vehicle Charging Strategy	We will deliver the objectives stated in the Electric Vehicle Charging Strategy following its adoption in 2025.	Screened out	This action is compatible with the aims of conserving the integrity of Habitats sites by ensuring improvements in air quality through encouraging the use of vehicles with reduced emissions. It will not lead to LSE.
Collaborate with the other Berkshire authorities to coordinate shared transport matters, focusing on strategic opportunities, securing funding, and ensuring coordinated transport delivery.	We will collaborate with Reading, Bracknell and other stakeholders to discuss and provide a coordinated grouping of shared transport matters. It would consider strategic transport opportunities and solutions which have a demonstrable, positive impact on our shared priorities to secure funding and the coordinated delivery of transport. It could provide advice on shared strategy development and investment decisions, including transport funding, opportunities and bids. It would also promote innovation, forward looking projects and initiatives to the benefit of Wokingham and our neighbours.	Screened out	This is a general Policy measure which will not lead to LSE. Furthermore, coordinating on transport measures has the potential to be beneficial as Habitats sites sit within neighbouring boroughs.
Continue to seek and respond to Government and other capital and revenue funding opportunities to maintain and improve our transport and active travel networks	Our transport income and funding come from a variety of sources. Grants are received from central and local government. These include capital grants, for example from the Housing Infrastructure Fund. These grants fund specific projects where we have agreements with developers and other funding bodies, including central government. A proportion of council tax – a property tax levied on residential properties - and business rates – a property tax levied on business premises - is also used for our transport projects. However, our funding has	Screened out	This is a general Policy measure which will not lead to LSE.

Policy Action	What We Will Do	Screening Outcome	Justification
	reduced considerably since 2010 and increasingly the council's budgets are being used to fund essential services such as social care meaning there is less funding for maintenance and transport improvements. However, central government regularly releases funding for targeted transport measures such as active travel and infrastructure to enable new housing development, and we will seek to prepare for and respond to these initiatives and opportunities.		
Maintain dialogue with our neighbouring authorities for active and sustainable travel and, if appropriate, general traffic	We will continue to suggest and discuss strategic transport opportunities and solutions which have a demonstrable, positive impact on our shared priorities to secure funding and the coordinated delivery of transport infrastructure.	Screened out	This is a general Policy measure which will not lead to LSE.
LOCAL AND STRATEGIC ROAD NETWORK			
Reduce the dominance of vehicles in urban centres and residential areas, where supported and evidenced by affected local communities	We will look to minimise the amount of through/rat running traffic that comes from vehicles using urban centres and residential roads to get to another destination where supported and evidenced by affected local communities. These will be designed so as not to affect the access of those needing to get to local destinations.	Screened out	This is a general Policy measure that will not lead to LSE. However, any schemes designed to reduce the amount of through traffic/rat running should be subject to project level HRAs.
Wokingham town centre signing review and refresh	Much of the traffic signing in Wokingham town centre pre-dates its regeneration and is now out of date. We will review the traffic directional signing in Wokingham town centre as a pilot to determine the value and benefits to all of a strategy of this type.	Screened out	This is a general Policy measure which will not lead to LSE.
Consider Introducing a car parking management and information system in Wokingham town centre	A good parking management system can make it easier for drivers to find parking and reduce traffic congestion, journey times, fuel use and pollution by encouraging	Screened out	This is a general Policy measure which will not lead to LSE. In addition, the proposed

Policy Action	What We Will Do	Screening Outcome	Justification
	drivers to access the nearest car park to them, thus driving to and not through the town. We will investigate the costs and benefits of such a system for Wokingham town centre.		car parking management and information will be focused on Wokingham Town Centre (i.e. away from the Habitats sites).
Develop a Car Sharing Strategy	We will work with large local employers to develop a borough-wide car sharing strategy. This will include the introduction of car share schemes and car clubs across the borough and in new developments.	Screened out	This action is compatible with the aims of conserving the integrity of Habitats sites by ensuring improvements in air quality through measures to reduce pollution. It will not lead to LSE.
Enable and support events that celebrate our heritage and culture and support the vitality of rural villages	Local events allow us to celebrate our heritage and culture. On some occasions such events may benefit from a temporary road closure, enabled with a Temporary Traffic Order (TTO). We will support our residents in the delivery of events by guiding them through relevant processes.	Screened out	This is a general Policy measure resulting in short-term temporary road closures on roads within WBC's administrative area. Will not lead to LSE.
Maintain safe and efficient access to the M4 and A329(M)	We will continue to work with National Highways and protect the interests of our own motorway to maintain their safe and efficient operation.	Screened out	This is a general Policy measure which will not lead to LSE.
Encourage and support National Highways to reduce noise and air pollution from the M4	We will continue to support National Highways to reduce air pollution from the M4 and further measures to reduce road noise.	Screened out	This action is compatible with the aims of conserving the integrity of Habitats sites by ensuring improvements in air quality through measures to reduce pollution. It will not lead to LSE.
DESIGN GUIDANCE, PROMOTIONS AND MONITORING			

Policy Action	What We Will Do	Screening Outcome	Justification
Update of Wokingham Borough Council Living Streets design guidance	Our Living Streets highways guide for developers in Wokingham is aimed at encouraging well-designed developments that complement the local area. It will be updated to reflect changing design standards and guidance as well as the policies and plans detailed in this LTP and the Local Plan Update.	Screened out	This is a general Policy measure which will not lead to LSE.
Require developers to conform with Living Streets design guide and principles (or any successor document)	New developments must adhere to the Living Streets: A Highways Guide for Developers in Wokingham. This will ensure consistent design details and provisions that meet agreed and acceptable standards.	Screened out	This is a general Policy measure which will not lead to LSE.
Promote My Journey for Travel Plans and monitoring of travel impacts for all new developments to ensure modal shift	The My Journey team will monitor the travel impacts of new developments and provide data to support future development planning and allocation. Where developers have opted to complete a travel plan rather than contribute to My Journey, the team will monitor these plans and ensure outcomes are delivered.	Screened out	This is a general Policy measure which will not lead to LSE.
Develop My Journey activities to ensure continual effectiveness in promoting sustainable, safe and active travel for all	We will develop a programme to monitor and evaluate our active travel schemes to include an assessment of an inclusive environment, ease of movement, safety and public health, quality of place, economic benefit and climate and carbon emissions.	Screened out	This is a general Policy measure which will not lead to LSE.

Summary of Screening Exercise

5.2.5. Following the screening exercise, all Policy Actions set out in the LTP4 have been screened out on the basis that they are likely to have either a nugatory or general positive impact on Habitats sites in the ZoI, for example as a result of being communication-based or where the Policy Actions relate to the review or development of plans and strategies which require consideration of their own requirements for HRA (see Table 5-2 for details).

In-combination Effects

5.2.6. As all Policy Actions have been screened out of further assessment due to a likely nugatory (no impact pathway with potential for in-combination effects) or beneficial impact, further consideration of in-combination effects is not required. For those Policy Actions which are general policy measures but may require separate HRA of the plans or projects which could arise from them, in-combination effects would be assessed at that stage.

6 CONCLUSIONS

6.1.1. The LTP4 proposes an approach for addressing current and future transport issues in the borough and in this document, it has been subject to HRA screening for potential LSE on Habitats sites at a strategic level.

6.1.2. This document provides guidance on the likely data sources, information requirements and the process of HRA Screening. It also provides an indication of where the ecological implications of the LTP4 will lie and which Habitats sites are vulnerable to known pressures, threats and existing air quality impacts.

6.1.3. No Habitats sites are present within WBC's administrative area. However, four Habitats sites are located within the 10km ZoI applied for the purpose of HRA Screening: Thames Basin Heaths SPA; Windsor Forest and Great Park SAC, Chiltern Beechwoods SAC and Thursley, Ash, Pirbright and Chobham SAC.

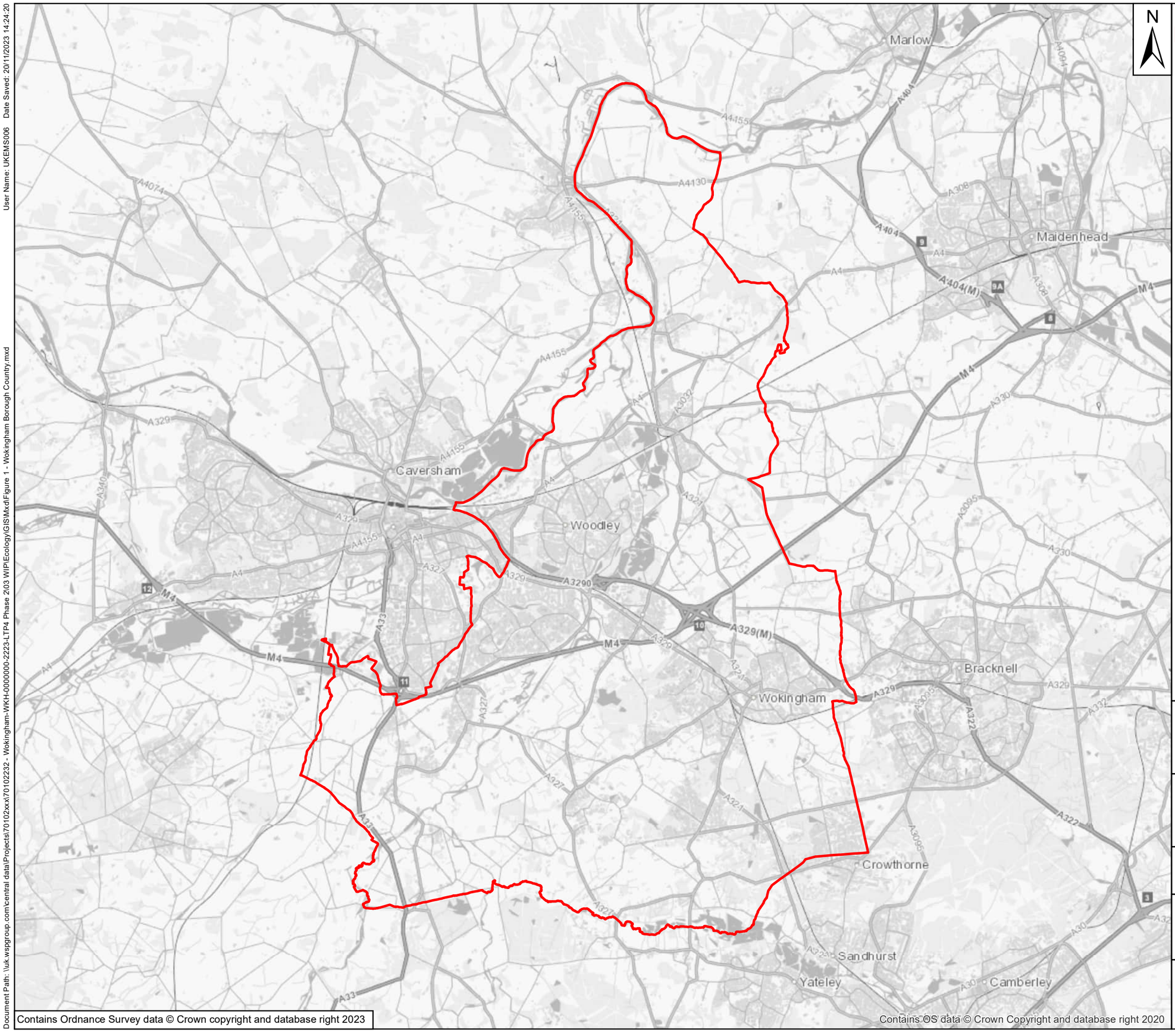
6.1.4. All of the Policy Actions proposed have been screened-out due to their nugatory or likely beneficial effects on Habitats sites. As such, no Policy Actions are required to be taken forward to Appropriate Assessment and the HRA for the LTP4 can conclude at Screening Stage.

7 FIGURES

Figure 1 – Site Location Plan

Figure 2 – Habitats sites within the Zone of Influence (10km)

Figure 3 – Habitats sites within the Zone of Influence (30km)



N

Key

Wokingham Boundary

0 2 4 6

Kilometers

wsp

Client: Wokingham Borough Council

Project: Wokingham Borough Council Local Transport Plan

Title: Wokingham Borough

Drawing No: Figure 1
Date: 20/11/2023
Scale: 100,000 @ A3
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Approved: OP

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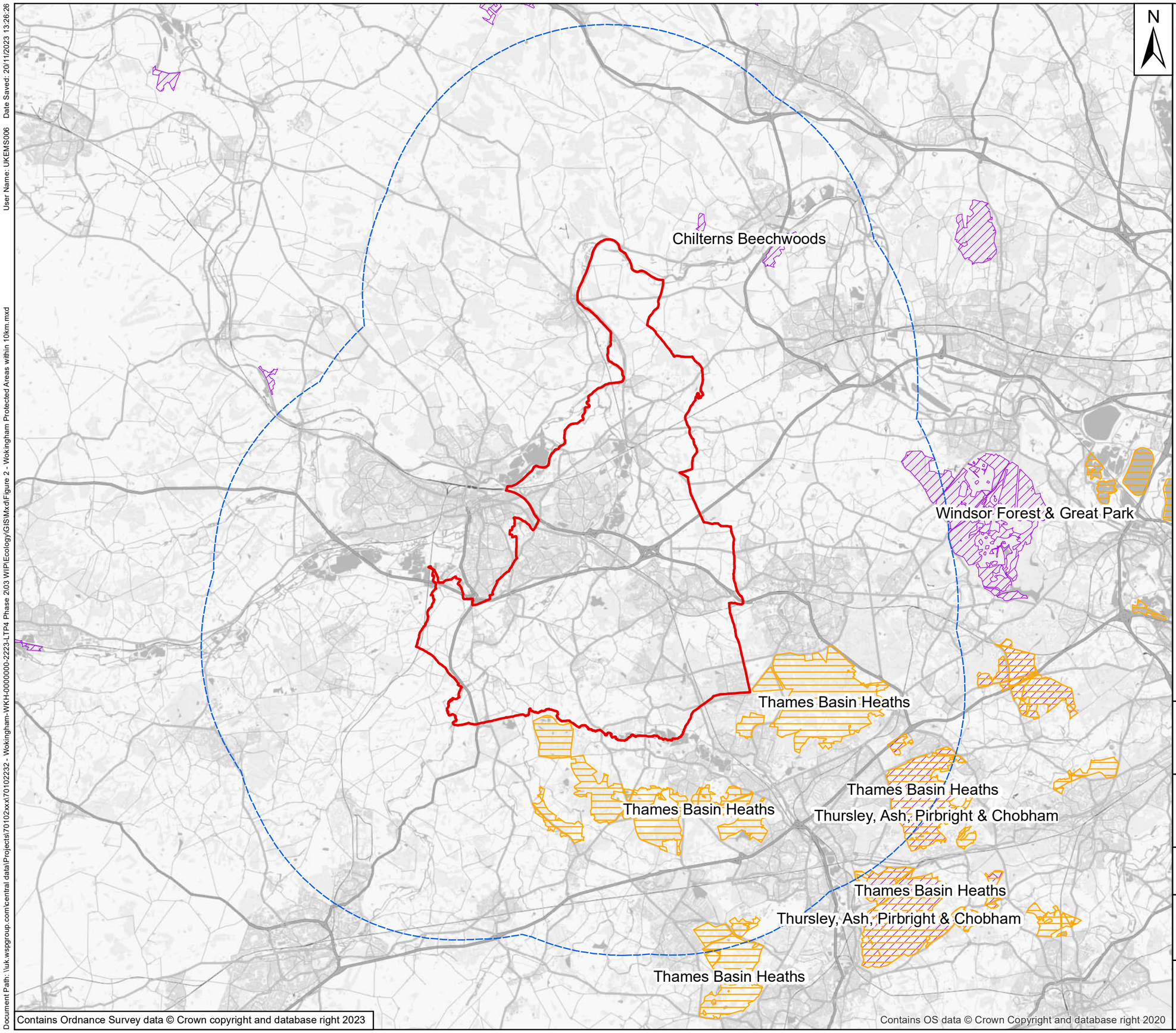

N

Key

- Wokingham Boundary
- 10km Buffer
- Special Area of Conservation
- Special Protection Area

0 3.5 7 10.5

Kilometers

wsp

Client: Wokingham Borough Council

Project: Wokingham Borough Council Local Transport Plan

Title: Wokingham Protected Areas Within 10km

Drawing No:	Figure 2	Drawn:	ES
Date:	20/11/2023	Checked:	KT
Scale:	170,000 @ A3	Approved:	OP

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Chilterns Beechwoods
Chilterns Beechwoods
Aston Rowant
Little Wittenham
Chilterns Beechwoods
Burnham Beeches
Hartslock Wood
Windsor Forest & Great Park
South West London Waterbodies
River Lambourn
Kennet Valley Alderwoods
Kennet & Lambourn Floodplain
Thames Basin Heaths
Thames Basin Heaths
Thursley, Ash, Pirbright & Chobham
Thames Basin Heaths
Thursley, Hankley & Frensham Commons
Thursley, Ash, Pirbright & Chobham
Shortheath Common
Wealden Heaths Phase II
East Hampshire Hangers
Woolmer Forest

N

Key
- Wokingham Boundary
- 10km Buffer
- 30km Buffer
- Special Area of Conservation
- Special Protection Area
- Ramsar Site

0 6.5 13 19.5
Kilometers

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Client: Wokingham Borough Council

Project: Wokingham Borough Council Local Transport Plan

Title: Wokingham Protected Areas Within 30km

Drawing No:	Figure 3	Drawn:	ES
Date:	20/11/2023	Checked:	KT
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Appendix A

CJEU RULINGS

The Council for Justice of the European Union rulings

A number of CJEU rulings are relevant to the HRA screening exercise and are noted below.

The Wealden Judgement

The Wealden Judgement[18], handed down in March 2017, has introduced additional complexities into the assessment process in relation to in-combination and cumulative effects.

Prior to this Judgement, air quality impacts on Habitats sites were only considered alongside roads where the traffic growth associated with the individual Plan or Proposed Scheme being assessed exceeded specified screening criteria. These criteria were typically based on changes in vehicle movements and taken from the Design Manual for Roads and Bridges (DMRB, HA207/07[19]), namely: increases of 1000 vehicles per day or 200 Heavy Goods Vehicles per day (as Annual Average Daily Traffic (AADT)).

The Wealden Judgement means that every single plan or project which, alone, is predicted to give rise to any increase in traffic or other air emission (however small) must be subjected to an in-combination assessment with other plans or projects (which would include those plans or projects with a similar tiny impact). However, the judgement did not rule out the application of thresholds in principal and this approach is normally taken as the basis of the assessment.

The judgement has led to a more detailed analysis of three key questions to discern which plans and projects are those where a detailed “in combination” assessment is required in relation to changes in air quality[20]:

1. Is your plan or project putting emissions into the air?;
2. If so, are those emissions at a level where they could actually be measured / perceived?; and,
3. If so, is there a realistic (rather than hypothetical) risk that those emissions, alone, will have an adverse effect on the ecology of a SAC / SPA?

A fuller justification will be required when applying the threshold approach.

People over Wind (The Sweetman Case)

The Court of Justice of the European Union’s (CJEU’s) decision in the matter of People Over Wind and Sweetman v Coillte Teoranta (C-323/17) (hereafter referred to as the ‘Sweetman Case’)[21], states that:

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[18] Judgment in Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority [2017] EWHC 351 (Admin) DATE: 21 Mar 2017.

[19] DMRB Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 1. Available at: http://dmrb.net/ha/standards/dmrb/vol11/section3/ha20707.pdf

[20] https://www.freeths.co.uk/2017/04/25/environmental-bulletin-spring-2017/

[21] Sweetman v. An Bord Pleanála, Case C-258/11, CJEU judgment 11 April 2013.

'Article 6(3) ……. Must be interpreted as meaning that, in order to determine whether it is necessary to carry out, subsequently, an Appropriate Assessment of the implications, for a site concerned, of a plan or project, it is not appropriate, at the screening stage, to take account of measures intended to avoid or reduce the harmful effects of the plan or project on that site.'

In the new judgement the CJEU concluded that mitigation measures could not be considered as part of the project, and thus that the screening stage of HRA should not take account of them. This will undoubtedly be tested further in the courts in coming months and years, but the key issue is whether the mitigation measures proposed can genuinely be considered as part of the project, in that they would happen in any case, irrespective of the Habitats Site. If not, then they should be considered mitigation measures and considered at the Appropriate Assessment stage of HRA.

This is an emerging issue for local authorities and means that, because of the potential for 'in-combination effects and the fact that HRA Screening should not take into account measures targeted at mitigating effects on Habitats sites, it is becoming increasingly commonplace for local authorities to conduct an Appropriate Assessment of all projects, plans and planning applications (i.e. these are often no longer screened out, by way of an HRA Screening as has been the practise to date).

CJEU Ruling in the Netherlands nitrogen and agriculture cases c-293/17 and c-294/17

The final Court Judgement in relation to these two cases was handed down on 7th November 2018. The judgement relates to the assessment of agricultural activities under the Habitats Regulations but has potential implications for the assessment of changes in nitrogen (N) deposition in relation to air quality (as the air quality calculations draw upon N deposition rates from APIS[22] and guidance within the DMRB which assumes a 2% reduction in N deposition year on year).

Of particular relevance to the assessment of air quality effects on Habitats sites, the Court of Justice of the European Union ruled that:

"An 'appropriate assessment' may only take into account the existence of Article 6(1) 'conservation measures', or Article 6(2) 'preventive measures', or specific measures adopted for a conservation programme, or 'autonomous' measures not in the programme, if the expected benefits of those measures ***are certain*** *at the time of the assessment."*

The Ruling makes clear that certainty and a thorough and in-depth examination of the scientific soundness is required such that there is no reasonable scientific doubt as to the absence of adverse effects of each plan or project on the integrity of the site concerned.

[22] Air Pollution Information System (APIS). Available at: http://www.apis.ac.uk/

Kokott Ruling

In the Opinion of Advocate General Kokott in Case C-6/04 Commission v UK [2005] ECR I-9017 at paragraph 49 she noted that an assessment of plans cannot by definition take into account all effects because

"Many details are regularly not settled until the time of the final permission" and "[i]t would also hardly be proper to require a greater level of detail in preceding plans or the abolition of multi-stage planning and approval procedures so that the assessment of implications can be concentrated on one point in the procedure. Rather, adverse effects on areas of conservation must be assessed at every relevant stage of the procedure to the extent possible on the basis of the precision of the plan. This assessment is to be updated with increasing specificity in subsequent stages of the procedure".

Appendix B

APIS INFORMATION FOR HABITATS SITES WHERE AIR POLLUTION IS LISTED AS A PRESSURE OR THREAT

APIS INFORMATION FOR SPAS AND SACS

Site	Species	Relevant Critical Load			N Deposition kg N/ha/yr			Ammonia Critical Level µg/m³	NH_3 Concentration µg/m³		
		Relevant Habitat	Relevant CL Habitat (EUNIS Code)	CL Range	Max	Min	Average		Max	Min	Average
Thames Basin Heaths SPA	*Caprimulgus europaeus* – European nightjar	Coniferous woodland	Coniferous woodland (T3)	5-15	24.3	20.8	22.6	Not Sensitive	1.1	0.8	0.9
	Caprimulgus europaeus – European nightjar	Dry heaths	Dry heaths (S42)	5-15	13.4	11.1	12.2	Not Sensitive	1.1	0.8	0.9
	Lullula arborea - Wood lark	Coniferous woodland	Coniferous woodland (T3)	5-15	24.3	20.8	22.6	Not Sensitive	1.1	0.8	0.9
	Lullula arborea - Wood lark	Dry heaths	Dry heaths (S42)	5-15	13.4	11.1	12.2	Not Sensitive	1.1	0.8	0.9
	Sylvia undata - Dartford warbler	Dry heaths	Dry heaths (S42)	5-15	13.4	11.1	12.2	Not Sensitive	1.1	0.8	0.9
Thursley, Ash, Pirbright & Chobham SAC	Depressions on peat substrates of the Rhynchosporion	Depressions on peat substrates of the Rhynchosporion	Valley mires, poor fens and transition mires (Q2)	5-15	13.6	11.5	12.1	1	0.9	0.8	0.9
	Northern Atlantic wet heaths with *Erica tetralix*	Northern Atlantic wet heaths	Northern Atlantic wet heaths (S411)	5-15	13.6	11.5	12.1	1	0.9	0.8	0.9
	European dry heaths	European dry heaths	Dry heaths (S42)	5-15	13.6	11.5	12.1	1	0.9	0.8	0.9
Windsor Forest & Great Park SAC	Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (*Quercion robori-petraeae* or *Ilici-Fagenion*)	Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (*Quercion robori-*	Fagus forest on non-acid and acid soils (T17/T18)	10-15	22.4	22.1	22.3	1 or 3	1.0	0.9	0.9

		petraeae or *Ilici-Fagenion*)									
	Old acidophilous oak woods with *Quercus robur* on sandy plains	Old acidophilous oak woods with *Quercus robur* on sandy plains	Acidophilous Quercus forest (T1B)	10-15	22.4	22.1	22.3	1 or 3	1.0	0.9	0.9
	Limoniscus violaceus - violet click beetle	Broadleaved deciduous woodland	Broadleaved deciduous woodland (T1)	10-15	22.4	22.1	22.3	3	1.0	0.9	0.9
Chilterns Beechwoods SAC	*Asperulo-Fagetum* beech forests	Beech forests on neutral to rich soils	Fagus forest on non-acid and acid soils (T17/T18)	10-15	28.4	24.0	26.9	1 or 3	1.3	1.1	1.1
	Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites)	Semi-dry Perennial calcareous grassland (basic meadow steppe).	Semi-dry Perennial calcareous grassland (basic meadow steppe) (R1A).	10-20	16.0	12.8	14.8	1	1.3	1.1	1.1
	Lucanus cervus – stag beetle	Broadleaved deciduous woodland	Broadleaved deciduous woodland (T1)	10-15	28.4	24.0	26.9	3	1.3	1.1	1.1

Appendix C

BACKGROUND CONCENTRATIONS OF NOX

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Chilterns Beechwoods SAC	497500	212500	8.7
Chilterns Beechwoods SAC	497500	213500	8.5
Chilterns Beechwoods SAC	497500	214500	8.4
Chilterns Beechwoods SAC	475500	198500	8.3
Chilterns Beechwoods SAC	474500	197500	8.4
Chilterns Beechwoods SAC	498500	212500	8.6
Chilterns Beechwoods SAC	498500	211500	8.7
Chilterns Beechwoods SAC	497500	211500	8.8
Chilterns Beechwoods SAC	482500	198500	9.0
Chilterns Beechwoods SAC	483500	197500	9.0
Chilterns Beechwoods SAC	486500	185500	12.3
Chilterns Beechwoods SAC	483500	205500	8.1
Chilterns Beechwoods SAC	482500	202500	8.1
Chilterns Beechwoods SAC	491500	209500	8.2
Chilterns Beechwoods SAC	482500	186500	9.8
Chilterns Beechwoods SAC	499500	211500	8.8
Chilterns Beechwoods SAC	498500	215500	8.5
Chilterns Beechwoods SAC	500500	210500	9.0
Chilterns Beechwoods SAC	500500	210500	9.0
Thursley, Ash, Pirbright & Chobham SAC	490500	152500	11.2
Thursley, Ash, Pirbright & Chobham SAC	490500	153500	11.2
Thursley, Ash, Pirbright & Chobham SAC	492500	154500	10.5
Thursley, Ash, Pirbright & Chobham SAC	493500	153500	10.5
Thursley, Ash, Pirbright & Chobham SAC	491500	154500	10.7
Thursley, Ash, Pirbright & Chobham SAC	491500	153500	10.6
Thursley, Ash, Pirbright & Chobham SAC	492500	153500	10.4
Thursley, Ash, Pirbright & Chobham SAC	490500	154500	11.4

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Thursley, Ash, Pirbright & Chobham SAC	491500	155500	10.9
Thursley, Ash, Pirbright & Chobham SAC	491500	152500	10.6
Thursley, Ash, Pirbright & Chobham SAC	492500	155500	10.7
Thursley, Ash, Pirbright & Chobham SAC	490500	155500	11.6
Thursley, Ash, Pirbright & Chobham SAC	493500	158500	11.3
Thursley, Ash, Pirbright & Chobham SAC	493500	159500	11.7
Thursley, Ash, Pirbright & Chobham SAC	493500	157500	11.7
Thursley, Ash, Pirbright & Chobham SAC	491500	158500	11.8
Thursley, Ash, Pirbright & Chobham SAC	492500	158500	11.4
Thursley, Ash, Pirbright & Chobham SAC	492500	157500	11.4
Thursley, Ash, Pirbright & Chobham SAC	491500	159500	12.3
Thursley, Ash, Pirbright & Chobham SAC	491500	160500	12.9
Thursley, Ash, Pirbright & Chobham SAC	492500	159500	11.8
Thursley, Ash, Pirbright & Chobham SAC	492500	160500	12.3
Thursley, Ash, Pirbright & Chobham SAC	492500	141500	9.4
Thursley, Ash, Pirbright & Chobham SAC	490500	141500	8.7
Thursley, Ash, Pirbright & Chobham SAC	490500	142500	8.9
Thursley, Ash, Pirbright & Chobham SAC	492500	142500	9.1
Thursley, Ash, Pirbright & Chobham SAC	490500	140500	8.9
Thursley, Ash, Pirbright & Chobham SAC	491500	140500	9.8
Thursley, Ash, Pirbright & Chobham SAC	491500	141500	8.9
Thursley, Ash, Pirbright & Chobham SAC	488500	141500	8.5
Thursley, Ash, Pirbright & Chobham SAC	488500	142500	8.6
Thursley, Ash, Pirbright & Chobham SAC	488500	140500	8.4
Thursley, Ash, Pirbright & Chobham SAC	488500	139500	8.5
Thursley, Ash, Pirbright & Chobham SAC	497500	163500	13.3
Thursley, Ash, Pirbright & Chobham SAC	497500	164500	15.3
Thursley, Ash, Pirbright & Chobham SAC	498500	164500	13.8

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Thursley, Ash, Pirbright & Chobham SAC	485500	140500	8.5
Thursley, Ash, Pirbright & Chobham SAC	485500	141500	8.6
Thursley, Ash, Pirbright & Chobham SAC	496500	165500	13.8
Thursley, Ash, Pirbright & Chobham SAC	497500	165500	16.4
Thursley, Ash, Pirbright & Chobham SAC	485500	139500	8.6
Thursley, Ash, Pirbright & Chobham SAC	492500	140500	10.3
Thursley, Ash, Pirbright & Chobham SAC	496500	165500	13.8
Thursley, Ash, Pirbright & Chobham SAC	484500	140500	8.5
Thursley, Ash, Pirbright & Chobham SAC	494500	153500	10.5
Thursley, Ash, Pirbright & Chobham SAC	496500	164500	17.3
Thursley, Ash, Pirbright & Chobham SAC	495500	155500	11.1
Thursley, Ash, Pirbright & Chobham SAC	493500	141500	10.8
Thursley, Ash, Pirbright & Chobham SAC	492500	139500	9.2
Thursley, Ash, Pirbright & Chobham SAC	491500	162500	18.5
Thursley, Ash, Pirbright & Chobham SAC	493500	140500	9.5
Thursley, Ash, Pirbright & Chobham SAC	496500	164500	17.3
Thursley, Ash, Pirbright & Chobham SAC	493500	161500	13.3
Thursley, Ash, Pirbright & Chobham SAC	499500	163500	13.2
Thursley, Ash, Pirbright & Chobham SAC	495500	154500	11.8
Thursley, Ash, Pirbright & Chobham SAC	496500	166500	13.2
Thursley, Ash, Pirbright & Chobham SAC	496500	164500	17.3
Thursley, Ash, Pirbright & Chobham SAC	493500	140500	9.5
Thursley, Ash, Pirbright & Chobham SAC	495500	154500	11.8
Thursley, Ash, Pirbright & Chobham SAC	489500	139500	8.7
Thursley, Ash, Pirbright & Chobham SAC	497500	165500	16.4
Windsor Forest & Great Park SAC	496500	169500	12.5
Windsor Forest & Great Park SAC	497500	172500	12.8
Windsor Forest & Great Park SAC	497500	173500	13.0

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Windsor Forest & Great Park SAC	496500	173500	12.7
Windsor Forest & Great Park SAC	496500	174500	13.7
Windsor Forest & Great Park SAC	495500	173500	12.8
Windsor Forest & Great Park SAC	495500	169500	12.4
Windsor Forest & Great Park SAC	494500	172500	12.4
Windsor Forest & Great Park SAC	493500	172500	12.0
Windsor Forest & Great Park SAC	494500	173500	12.5
Windsor Forest & Great Park SAC	493500	173500	12.4
Windsor Forest & Great Park SAC	493500	174500	12.6
Windsor Forest & Great Park SAC	492500	174500	11.8
Windsor Forest & Great Park SAC	494500	170500	12.1
Windsor Forest & Great Park SAC	494500	171500	12.1
Windsor Forest & Great Park SAC	495500	173500	12.8
Windsor Forest & Great Park SAC	496500	168500	13.2
Windsor Forest & Great Park SAC	495500	173500	12.8
Windsor Forest & Great Park SAC	494500	172500	12.4
Windsor Forest & Great Park SAC	494500	174500	13.0
Windsor Forest & Great Park SAC	495500	170500	12.2
Windsor Forest & Great Park SAC	495500	170500	12.2
Windsor Forest & Great Park SAC	495500	171500	12.2
Windsor Forest & Great Park SAC	495500	171500	12.2
Windsor Forest & Great Park SAC	494500	174500	13.0
Windsor Forest & Great Park SAC	495500	171500	12.2
Windsor Forest & Great Park SAC	495500	173500	12.8
Windsor Forest & Great Park SAC	496500	171500	12.4
Windsor Forest & Great Park SAC	495500	171500	12.2
Windsor Forest & Great Park SAC	495500	170500	12.2
Windsor Forest & Great Park SAC	495500	174500	13.3

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Windsor Forest & Great Park SAC	494500	174500	13.0
Windsor Forest & Great Park SAC	495500	174500	13.3
Windsor Forest & Great Park SAC	495500	171500	12.2
Windsor Forest & Great Park SAC	494500	175500	14.0
Windsor Forest & Great Park SAC	495500	173500	12.8
Thames Basin Heaths SPA	488500	162500	12.0
Thames Basin Heaths SPA	489500	163500	11.6
Thames Basin Heaths SPA	488500	164500	11.4
Thames Basin Heaths SPA	489500	164500	11.7
Thames Basin Heaths SPA	490500	164500	13.3
Thames Basin Heaths SPA	487500	162500	11.8
Thames Basin Heaths SPA	486500	163500	11.4
Thames Basin Heaths SPA	486500	162500	11.6
Thames Basin Heaths SPA	487500	163500	11.4
Thames Basin Heaths SPA	488500	163500	11.5
Thames Basin Heaths SPA	488500	165500	11.9
Thames Basin Heaths SPA	487500	164500	11.3
Thames Basin Heaths SPA	486500	164500	11.4
Thames Basin Heaths SPA	486500	165500	11.6
Thames Basin Heaths SPA	487500	165500	11.6
Thames Basin Heaths SPA	485500	165500	12.1
Thames Basin Heaths SPA	490500	152500	11.2
Thames Basin Heaths SPA	490500	153500	11.2
Thames Basin Heaths SPA	492500	154500	10.5
Thames Basin Heaths SPA	493500	153500	10.5
Thames Basin Heaths SPA	491500	154500	10.7
Thames Basin Heaths SPA	491500	153500	10.6
Thames Basin Heaths SPA	492500	153500	10.4

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Thames Basin Heaths SPA	490500	154500	11.4
Thames Basin Heaths SPA	491500	155500	10.9
Thames Basin Heaths SPA	491500	152500	10.6
Thames Basin Heaths SPA	492500	155500	10.7
Thames Basin Heaths SPA	490500	155500	11.6
Thames Basin Heaths SPA	493500	158500	11.3
Thames Basin Heaths SPA	493500	159500	11.7
Thames Basin Heaths SPA	493500	157500	11.7
Thames Basin Heaths SPA	491500	158500	11.8
Thames Basin Heaths SPA	492500	158500	11.4
Thames Basin Heaths SPA	492500	157500	11.4
Thames Basin Heaths SPA	491500	159500	12.3
Thames Basin Heaths SPA	491500	160500	12.9
Thames Basin Heaths SPA	492500	159500	11.8
Thames Basin Heaths SPA	492500	160500	12.3
Thames Basin Heaths SPA	477500	158500	9.4
Thames Basin Heaths SPA	477500	159500	9.2
Thames Basin Heaths SPA	476500	159500	9.1
Thames Basin Heaths SPA	476500	160500	9.1
Thames Basin Heaths SPA	483500	151500	9.4
Thames Basin Heaths SPA	482500	152500	9.9
Thames Basin Heaths SPA	484500	151500	9.9
Thames Basin Heaths SPA	483500	152500	9.8
Thames Basin Heaths SPA	484500	152500	10.3
Thames Basin Heaths SPA	484500	158500	11.1
Thames Basin Heaths SPA	484500	159500	12.0
Thames Basin Heaths SPA	484500	150500	10.2
Thames Basin Heaths SPA	483500	149500	10.2

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Thames Basin Heaths SPA	483500	150500	9.5
Thames Basin Heaths SPA	482500	149500	9.5
Thames Basin Heaths SPA	497500	163500	13.3
Thames Basin Heaths SPA	497500	164500	15.3
Thames Basin Heaths SPA	498500	164500	13.8
Thames Basin Heaths SPA	475500	161500	10.3
Thames Basin Heaths SPA	475500	162500	9.3
Thames Basin Heaths SPA	474500	162500	9.1
Thames Basin Heaths SPA	479500	157500	9.5
Thames Basin Heaths SPA	480500	157500	9.8
Thames Basin Heaths SPA	480500	158500	10.0
Thames Basin Heaths SPA	479500	158500	9.8
Thames Basin Heaths SPA	496500	165500	13.8
Thames Basin Heaths SPA	497500	165500	16.4
Thames Basin Heaths SPA	476500	157500	9.6
Thames Basin Heaths SPA	498500	153500	11.4
Thames Basin Heaths SPA	479500	159500	9.5
Thames Basin Heaths SPA	482500	153500	10.6
Thames Basin Heaths SPA	507500	158500	16.8
Thames Basin Heaths SPA	499500	160500	13.8
Thames Basin Heaths SPA	483500	159500	10.8
Thames Basin Heaths SPA	482500	159500	10.7
Thames Basin Heaths SPA	496500	165500	13.8
Thames Basin Heaths SPA	484500	162500	11.7
Thames Basin Heaths SPA	485500	164500	11.6
Thames Basin Heaths SPA	508500	158500	15.8
Thames Basin Heaths SPA	494500	153500	10.5
Thames Basin Heaths SPA	484500	153500	10.6

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Thames Basin Heaths SPA	481500	159500	11.3
Thames Basin Heaths SPA	495500	155500	11.1
Thames Basin Heaths SPA	494500	157500	11.4
Thames Basin Heaths SPA	491500	161500	14.1
Thames Basin Heaths SPA	496500	164500	17.3
Thames Basin Heaths SPA	507500	158500	16.8
Thames Basin Heaths SPA	482500	151500	9.4
Thames Basin Heaths SPA	499500	160500	13.8
Thames Basin Heaths SPA	496500	164500	17.3
Thames Basin Heaths SPA	493500	161500	13.3
Thames Basin Heaths SPA	474500	158500	9.1
Thames Basin Heaths SPA	481500	159500	11.3
Thames Basin Heaths SPA	478500	158500	9.8
Thames Basin Heaths SPA	499500	153500	12.6
Thames Basin Heaths SPA	499500	163500	13.2
Thames Basin Heaths SPA	495500	154500	11.8
Thames Basin Heaths SPA	478500	159500	9.8
Thames Basin Heaths SPA	496500	166500	13.2
Thames Basin Heaths SPA	496500	164500	17.3
Thames Basin Heaths SPA	495500	154500	11.8
Thames Basin Heaths SPA	499500	153500	12.6
Thames Basin Heaths SPA	499500	160500	13.8
Thames Basin Heaths SPA	498500	159500	13.2
Thames Basin Heaths SPA	499500	153500	12.6
Thames Basin Heaths SPA	494500	157500	11.4
Thames Basin Heaths SPA	475500	157500	9.3
Thames Basin Heaths SPA	499500	153500	12.6
Thames Basin Heaths SPA	482500	152500	9.9

HRA Sites	X	Y	2023 Annual Mean NO_x Concentration µg/m^3
Thames Basin Heaths SPA	480500	159500	10.2
Thames Basin Heaths SPA	499500	160500	13.8
Thames Basin Heaths SPA	485500	162500	12.0
Thames Basin Heaths SPA	491500	161500	14.1
Thames Basin Heaths SPA	499500	153500	12.6
Thames Basin Heaths SPA	498500	152500	13.2
Thames Basin Heaths SPA	480500	159500	10.2
Thames Basin Heaths SPA	474500	158500	9.1
Thames Basin Heaths SPA	497500	165500	16.4
Thames Basin Heaths SPA	480500	159500	10.2
Thames Basin Heaths SPA	496500	166500	13.2
Thames Basin Heaths SPA	497500	165500	16.4
Thames Basin Heaths SPA	480500	159500	10.2
Thames Basin Heaths SPA	507500	158500	16.8
Thames Basin Heaths SPA	509500	158500	16.5

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