



WOKINGHAM
BOROUGH COUNCIL

Wokingham Borough Council

Local Transport Plan 2025: Connecting People and Places

Sustainability Appraisal - Non-Technical
Summary



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1 Introduction

1.1 Overview

- 1.1.1. Wokingham Borough Council (WBC) are currently preparing their Fourth Local Transport Plan (LTP) that will primarily focus on the period from 2024 to 2036. This will replace the existing Wokingham Local Transport Plan 3 (LTP3), which was adopted in 2011.
- 1.1.2. The LTP applies to transport systems within WBC and address new and emerging transport needs within the Borough. The plan has followed a place-based approach and sets out how the Borough intends to develop transport within the Borough, including how the LTP will address environmental issues including reducing carbon from transport.

1.2 Local Transport Plan

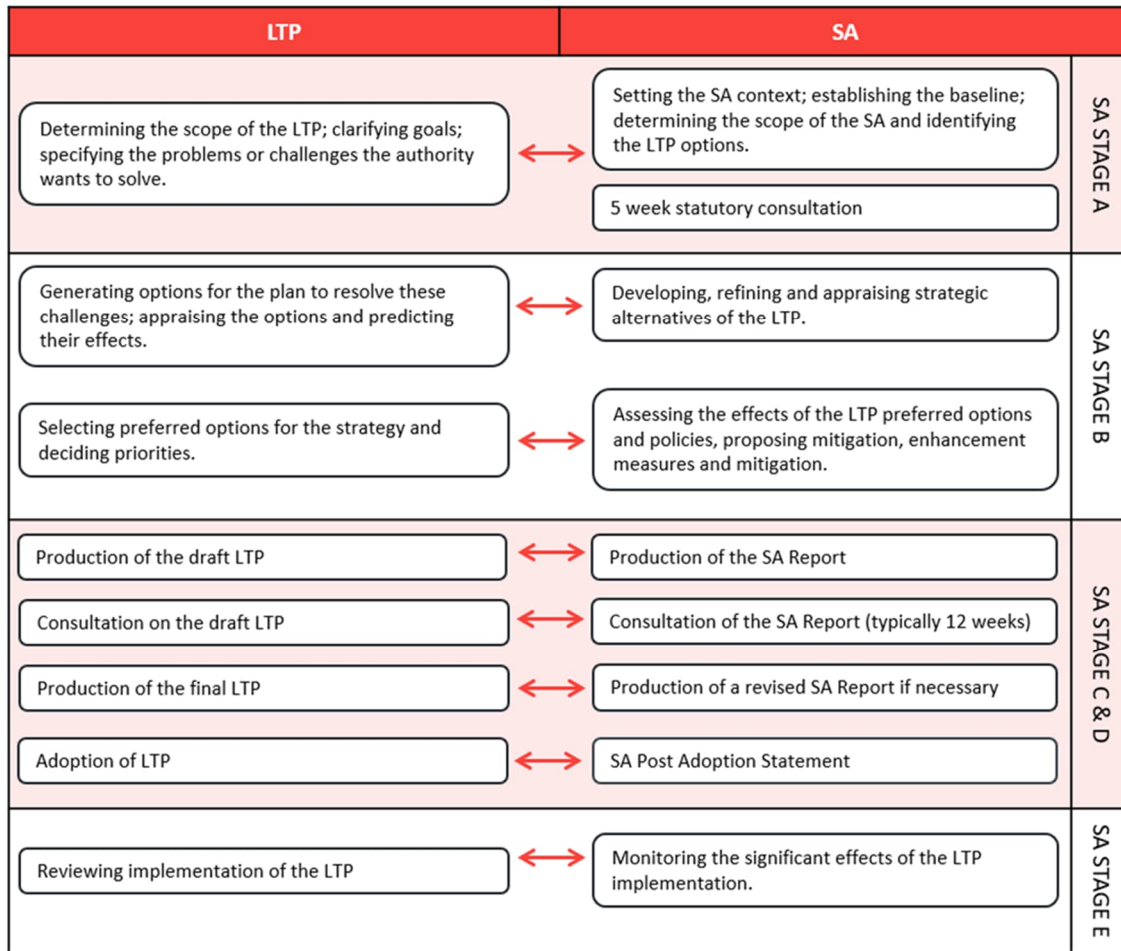
- 1.2.1. The emerging LTP provides the key mechanism for expressing how transport interventions will help WBC achieve its vision and strategic objectives.
- 1.2.2. The LTP aims to deliver and maintain a safe, reliable and joined-up transport system that connects new and existing communities, businesses, and commercial centres while providing leisure opportunities. Draft vision themes for the LTP have been formulated. These include:
 - Create healthy and safe places;
 - Develop the economy; and
 - Reduce environmental impacts.
- 1.2.3. As part of the development of the LTP, nine objectives and outcomes have been developed, three for each vision theme. These have been developed from evidence, principles consultation and national/regional targets. The objectives for the LTP are:
 - 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; and
 - Protect and enhance strategic connectivity.
- 1.2.4. Further details on the LTP policies can be found in **Section 2** of the main **SA Report**.

2 Methodology

2.1 What is SA?

- 2.1.1. Sustainability Appraisal is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.
- 2.1.2. The SA combines the following assessment processes:
- Strategic Environmental Assessment (SEA) in accordance with the SEA Regulations;
 - Equalities Impact Assessment (EqIA); and
 - Habitats Regulations Assessment (HRA) in accordance with the Habitats Regulations.
- 2.1.3. **Figure 2-1** below shows the relationship of each of the SA and LTP stages.

Figure 2-1 - SA and LTP Stages



2.1.4. Each component of the assessment has been described below:

- **SEA/SA:** The SEA/SA process is carried out during the preparation of plans and strategies such as transport local plans, local plans, transport local and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.
- **EqIA:** The EqIA process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty covers the following nine Personal Protected Characteristics:

 - Age;

- Disability;
 - Gender;
 - Gender reassignment;
 - Marriage and civil partnership;
 - Pregnancy and maternity;
 - Race;
 - Religion or belief; and
 - Sexual orientation.
- **HRA:** The HRA assessment is undertaken to identify whether plans or projects will be likely to have a significant effect on a Nature 2000 site.

2.2 SA Methodology

2.2.1. SA is a process of gathering data and evidence, assessment of environmental, social and economic effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

2.2.2. The key stages of the SA process are the following:

- **Stage A:** Production of a scoping report which sets the context of the LTP, identified other relevant policies, plans and programmes, baseline information and sustainability objectives. This was undertaken in July 2023, with statutory consultation on the scoping report also undertaken at this time.
- **Stage B:** Assessment of draft strategy and alternative strategy and action plan interventions and the preparation of the SA Report. The SEA and EqIA assessments are undertaken at the same time and the findings incorporated into the SA Report.
- **Stage C and D (this stage):** Assessment of preferred policies and interventions and the preparation the SA Report. EqIA assessments are undertaken at the same time and the findings incorporated into the SA Report The report is then consulted on alongside the draft Local Transport Plan;
- **Stage E:** Monitoring the significant effects of implementing the LTP.

2.2.3. The SEA Regulations require that an assessment of reasonable alternatives is undertaken. For the LTP, the assessment of alternatives assessed the continuation of the current LTP (LTP3). For the Action Plan, alternative interventions have been assessed.

- 2.2.4. The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Therefore, a number of plans and policies (local, regional and national) have been reviewed for potential cumulative effects, in addition to potential cumulative effects that could occur as a result of the implementation of the draft LTP.
- 2.2.5. Full details on the methodology can be found in **Section 3** of the SA Report.

2.3 Identification of Sustainability Issues and Opportunities

- 2.3.1. The SA Scoping Report outlined key baseline information, identified key sustainability issues in the borough, and identified future trends which could occur without the LTP.
- 2.3.2. Following the findings identified at scoping, and updates based on scoping report statutory consultation comments, changes in legislation and best practice guidance, an SA Appraisal Framework has been produced, which was used to guide the assessment process of the Strategy and Action Plan.
- 2.3.3. This Appraisal Framework has guided the SA assessment of the LTP and is outlined below.
- **SA1 (Natural Capital):** To maintain and enhance the provision of ecosystem services from the Borough's natural capital and contribute to environmental net gain.
 - **SA2 (Materials and Waste):** To conserve natural resources, increase resource efficiency and reduce generation and disposal of waste.
 - **SA3 (Soils):** To protect soils and minimise the loss of Best and Most Versatile Land.
 - **SA4 (Biodiversity):** To protect and enhance the Borough's biodiversity, fauna and flora, including designated sites for nature conservation notable and protected species.
 - **SA5 (Green Infrastructure):** Enhance the connectivity between habitats through the creation of green corridors and preservation / enhancement of the Green Infrastructure Network.
 - **SA6 (Air Quality):** To reduce traffic related air pollution in AQMAs where possible and enhance air quality elsewhere in Wokingham Borough.
 - **SA7 (Greenhouse Gases):** To reduce emissions of greenhouse gases in line with WBC's net zero commitment by 2030.
 - **SA8 (Climate Resilience):** Ensure that the local transport network builds resilience to climate change.

- **SA9 (Noise):** To reduce noise from transport related sources in particular, Noise Important Areas and to protect tranquil areas.
- **SA10 (Landscape and Townscape):** To protect and where possible, enhance the quality, character and diversity of the existing landscape.
- **SA11 (Historic Environment):** To conserve and enhance the Borough's historic environment, including heritage resources, historic buildings, historic landscapes and archaeological features.
- **SA12 (Water quality):** To protect and where possible, enhance water quality of the county's rivers, groundwater and coast.
- **SA13 (Flooding):** To reduce vulnerability to flooding of transport infrastructure and ensure that the risk of surface water flooding is not increased.
- **SA14 (Population):** To increase the capacity and efficiency of the transportation network to support demographic changes, including increasing travel and sustainable modes of transport.
- **SA15 (Health):** To improve the health and well-being of the population through access to transport, active travel and reductions in pollution.
- **SA16 (Economy and Employment):** To sustain economic growth, enable well paid employment and competitiveness across Wokingham Borough through provision of reliable and accessible transport networks.

3 SA Assessment Findings

3.1 Assessment of LTP Policies

- 3.1.1. The assessment of the LTP policies as set out in the Strategy, was carried out in relation to the SA Objectives. A summary of the significant effects is detailed in **Table 3-2** below. No significant negative effects were identified. **Table 3-1** sets out the key to effects.
- 3.1.2. Further details on the assessment of the LTP policies can be found within **Section 6** of the main SA Report and **Appendix D** to the main SA Report.

Table 3-1 - Key to Effects

Effect Significance	Key
Potential for significant positive effects	++
Potential for significant negative effects	--
Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage	?

Table 3-2 – Summary of Significant Effects – Policy Assessment

SA Objective	Number of Significant Effects			Summary of Significant Effects
	++	--	?	
SA1: Natural Capital	0	0	1	One policy group (Active Travel: Walking, Cycling and Wheeling) has resulted in potential uncertain effects upon Natural Capital. This has been identified where there is potential for development to improve natural capital provision. However, this is dependent on individual scheme design.
SA2: Materials and Waste	0	0	3	Uncertain effects have been identified for three policy groups for materials and waste (Local and Strategic Road Network, Access for All, and Active Travel: Walking, Cycling and Wheeling) as it is currently unclear if the objectives proposing additional infrastructure including, proposed footways and cycle routes to every bus stop and the delivery of walking and cycling infrastructure will result in construction works utilising additional materials and generating waste. This will be dependent upon individual schemes that may arise from these policies.
SA3: Soils	0	0	3	Uncertain effects have been identified for soils for three policy groups (Local and Strategic Road Network, Access for All, and Active Travel: Walking, Cycling and Wheeling) as it is currently unclear if the objectives proposing additional infrastructure at park and ride locations, proposed footways and cycle routes to every bus stop and the delivery of walking and cycling infrastructure, will result in land take. This will be dependent upon individual schemes that may arise from these policies.
SA4: Biodiversity	0	0	1	Uncertain effects have been identified for biodiversity as a result of Freight policies, as an increase in cargo bike usage may reduce traditional freight transportation methods contribute towards improved air quality, reducing noise emissions, minimising disturbance and degradation on local habitats and species preserving biodiversity. However, the direct impact on biodiversity, through Wokingham's Freight Strategy, is relatively uncertain as a result of the Strategy policies not yet being developed.
SA5: Green Infrastructure	0	0	2	There are uncertain effects for green infrastructure as a result of Active travel: Walking, Cycling and Wheeling, and Design Guidance, Promotions and Monitoring policy groups as it is currently unclear if the delivery of walking and cycling infrastructure, including greenways and green lanes and new design principles will include opportunities for green infrastructure measures.
SA6: Air Quality	3	0	0	Three policy groups have resulted in potential significant positive effects on air quality (Health and Wellbeing, Environmental Impacts, and Local and Strategic Road Network). These policies have potential to increase accessibility and infrastructure for active travel will encourage a modal shift away from private car usage reducing traffic emissions and improving air quality on the local populations. Implementing Air Quality Action Plans in designated areas of the Borough in addition to effective traffic management techniques will aid in traffic speed reductions, traffic volumes and improve traffic flow. This would reduce congestion and contribute to improved air quality. Reducing vehicle dominance in town centres will likely also contribute to improved air quality within the urban centres and residential areas of Wokingham with poor air quality.
SA7: Greenhouse Gases	0	0	0	No significant positive effects have been identified for Greenhouse Gases. The majority of policy actions have resulted in minor positive effects. Effects have been detailed in full in Appendix D .
SA8: Climate Resilience	1	0	1	Significant positive effects have been identified for climate resilience as a result of Operational Maintenance policies. It is likely that implementing a maintenance plan will incorporate measures to mitigate climate change effects on Wokingham's transport network.

SA Objective	Number of Significant Effects			Summary of Significant Effects
	++	--	?	
				There are also uncertain effects on climate resilience from Design Guidance, Promotions and Monitoring policies as it is unclear if there are opportunities for the living streets design principles to include climate resilience measures within development.
SA9: Noise	0	0	2	Two policy groups have resulted in potential uncertain effects upon noise (Freight and Operational Maintenance). There is potential for the Wokingham Freight Strategy to reduce the negative noise effects of freight, however, these interventions are currently unclear. It is also unknown if improving maintenance activities and aligning improvement schemes with maintenance programmes will result in an increase or decrease in noise levels.
SA10: Landscape and Townscape	1	0	0	One policy group (Health and Wellbeing) has resulted in the potential for significant positive effects upon landscape and townscape. There are potential positive effects on landscape and townscape through implementing low traffic environments through providing better access to active travel options and improved transport schemes. This will improve the landscape and townscape setting through reduced noise, improved air quality and reduce vehicle presence.
SA11: Historic Environment	0	0	0	No significant positive effects have been identified for historic environment. The majority of policy actions have resulted in minor positive effects. Effects have been detailed in full in Appendix D .
SA12: Water Quality	0	0	1	There are uncertain effects on water quality resulting from Design Guidance, Promotions and Monitoring policies, as it is unclear if there are opportunities for the new living streets design principles to include water quality guidance, improving water quality within the Borough.
SA13: Flooding	0	0	2	There are uncertain effects on flooding as a result of Design Guidance, Promotions and Monitoring, and Operational Maintenance policies as it is unclear if there are opportunities for the living streets design guidance to include flooding guidance or if the Maintenance Management Plan will include retrofitting or upgrading flood risk resilience measures, such as the inclusion of SuDS, which would help reduce flood risk within the Borough.
SA14: Population	5	0	0	Potential significant positive effects have been identified for five policy groups for population. Generally, these objectives contribute to improving access to public transport and reduce inequalities among vulnerable groups including those with physical and learning disabilities, the elderly and women and children. This Improves access and enables independent travel to essential services including education, health care and leisure facilities. This will help increase connectivity throughout Wokingham, providing improved commuter and social trips.
SA15: Health	4	0	0	Potential significant positive effects have been identified for health as a result of five policy groups. Generally, these objectives contribute to improving access and networks of public and active transport across Wokingham, encouraging residents and visitors to take part in sustainable transport, improving physical activity rates and therefore physical health. Additionally, these objectives contribute to improving air quality as a result of encouraging a modal shift away from private car usage, by promoting a 'Healthy Streets' approach, which will also improve physical health, particularly for children, the elderly, pregnant women and those with respiratory conditions exacerbated by poor air quality. In addition, reducing speed limits, implementing speed control measures and the development of a Vision Zero Action Plan would reduce the number of traffic collisions and injuries on the roads across Wokingham and create a safer environment for residents, especially near schools.

SA Objective	Number of Significant Effects			Summary of Significant Effects
	++	--	?	
SA16: Economy and Employment	0	0	2	Uncertain effects have been identified for economy and employment for two policy groups (Freight and Operational Maintenance) as measures within the Wokingham Freight Strategy are currently unclear about how the transition to cargo bikes impact the traditional freight industry. It is also unclear if improving maintenance activities and aligning improvement schemes with maintenance programmes will result in an increase or decrease in employment within the Borough.

3.2 Assessment of Alternatives

Assessment of Alternative Policies

- 3.2.1. The SEA Regulations require an assessment of the plan and its “reasonable alternatives”, in addition to those proposed within the draft plan. Without this, there cannot be a proper evaluation of the preferred plan.
- 3.2.2. The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic. The assessment of alternatives has looked at alternative strategy scenarios.
- 3.2.3. The development of the Local Transport Plan policies has not at this stage identified any key policy alternatives, so the assessment of policy alternatives has assessed the ‘do nothing’ scenario – the continuation of the existing LTP3.
- 3.2.4. In general, the continuation of the existing LTP3 has resulted in more significant negative effects. Additionally, the continuation has resulted in fewer significant positive effects. A number of policies within the LTP3 no longer remain applicable as they are outdated and no longer reflect key issues within the Borough, such as climate change, and biodiversity net gain.
- 3.2.5. Full description of the assessment of the LTP3 can be found in **Section 8** of the main **SA Report**.

3.3 Findings from other IIA Assessments

EqIA

- 3.3.1. Overall, the policies will likely result in positive impacts on protected characteristic group members in the Borough. The policies aim to address a wide range of issues, identified by the key themes within the EqIA baseline.
- 3.3.2. The main protected characteristic groups that will particularly benefit include:
- Age – A range of age groups will experience benefits as a result of the proposed policies. Older people who are typically inhibited from accessing public transport services as a result of digital barriers to viewing travel times and cost will benefit from the LTP’s support of improvements to digital accessibility. Equally, young people who find themselves reliant on public transport due to the cost of purchasing a private vehicle will benefit from the policies intended expansion of the Electric Vehicle network (car clubs). Attractive and permeable streets for pedestrians under this policy will benefit all age groups by encouraging the uptake of active travel and the subsequent experience of its associated health benefits.
 - Disability – Exposure to poor air quality can impact pre-existing respiratory conditions for those individuals whose disability involves long-term respiratory health conditions. The LTP aims to reduce traffic movement to improve air quality. The associated health benefits of this policy will be particularly beneficial to this group. Additionally, improvements to infrastructure at rail and bus terminals will make boarding and alighting a much easier process for those with mobility issues, creating a more accessible environment in which to utilise public transport.; and
 - Pregnancy and Maternity– Pregnant women or those who are travelling with small children may require the use of adapted cycles such as bike seats. The LTP intends to improve the access to bus and rail facilities and active travel infrastructure. This will make travel an easier, more accessible option for pregnant women and mothers. Moreover, the presence of uneven surfaces and lack of dropped kerbs can all also limit the mobility of mothers using pushchairs. Improvements to the public realm will tackle this issue, making pedestrian routes more accessible to these users.
- 3.3.3. There is potential for low negative impacts upon:
- Gender reassignment; and

- Sexual Orientation.

3.3.4. The assessment concludes that there will likely be a neutral impact for the following protected characteristic groups, assuming no unforeseen barriers emerge:

- Religion or belief;
- Armed forces communities; and
- Marriage and civil partnerships.

HRA

- 3.3.5. The HRA provides guidance on the likely data sources, information requirements and the process of HRA Screening, recommending further stages of assessment (Appropriate Assessment) if necessary. It also provides an indication of where the ecological implications of the LTP will lie and which Habitats sites are vulnerable to known pressures, threats and existing air quality impacts.
- 3.3.6. There are no Habitats sites within WBC's administrative area, however there are a four that fall within 10km (i.e. the identified Zone of Influence) of the WBC boundary and as such policy actions within the LTP could impact these Habitats sites where there is potential for Likely Significant Effects (LSE).
- 3.3.7. Notwithstanding this, all policy actions have been screened out due to their nugatory or beneficial effects on Habitats sites, for example as a result of being communication-based or where the measures relate to the review or development of plans and strategies which require consideration of their own requirements for HRA. As such, the LTP does not need to progress to an Appropriate Assessment under the provisions of the Conservation of Habitats and Species Regulations 2017 (as amended). These measures, therefore, have potential for Likely Significant Effects (LSE) on nearby Habitats sites relating to increased traffic and further, detailed assessment is considered necessary to satisfy the requirements of the Habitats Regulations.

4 Cumulative Effects

- 4.1.1. A cumulative effects assessment was undertaken for the SA. This looked at two different types of cumulative effects – Intra-project and Inter-project. These are defined as follows:
- Consideration of how different proposed Objectives and Interventions within the WBC may interact and cause cumulative effects on a receptor (Intra-project effects); and
 - How the proposed Objectives and Interventions within the WBC could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-Projects Effects).

4.2 Intra-Project Effects

- 4.2.1. The proposed LTP policies resulted in the following intra-project cumulative effects. Further details on the assessment of the inter-project cumulative effects can be found within **Section 9.2** of the main **SA Report**.
- 4.2.2. Positive effects have been identified for objectives and interventions that enhance the status of the Borough, for example through biodiversity preservation, the enhancement of connectivity and infrastructure, and encouraging a modal shift away from private vehicle use.
- 4.2.3. Negative effects have been identified for objectives that may result in the degradation of assets, such as biodiversity, and soils, or those that result in the potential for disturbance to local heritage assets.
- 4.2.4. Mixed positive and negative effects have been identified for water quality, historic environment, landscape and townscape, noise, climate resilience, greenhouse gases, air quality, green infrastructure, biodiversity and natural capital.

4.3 Inter-Project Effects

- 4.3.1. An assessment of the potential cumulative effects of the LTP in association with other plans, policies and projects in the surrounding area was completed, looking at the potential impacts at a strategic level. Further details on the assessment of the inter-project cumulative effects can be found within **Section 9.3** of the main **SA Report**.
- 4.3.2. The following plans were considered:
- Transport for the South East's (TfSE) Regional Transport Strategy, 2021;

- Neighbouring Local Transport Plans and Implementation plans (detailed within **Section 9.3** of the main **SA Report**);
- Neighbouring Local Plans, Strategies (detailed within **Section 9.3** of the main **SA Report**); and
- Nationally Significant Infrastructure Projects (NSIPs) (detailed within **Section 9.3** of the main **SA Report**).

- 4.3.3. Potential positive effects were identified for air quality, climate resilience, population, health, and economy and employment.
- 4.3.4. Potential negative effects were identified for noise, landscape and townscape, historic environment, soils, and materials and waste.
- 4.3.5. Potential mixed positive and negative effects were identified for natural capital, material and waste, soils, biodiversity, green infrastructure, air quality, greenhouse gases, noise, landscape and townscape, historic environment, water environment, flooding, population, and health.

5 Mitigation, Enhancements and Monitoring

5.1 Mitigation and Enhancement Measures

- 5.1.1. Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of SA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan.
- 5.1.2. Proposed mitigation and enhancement measures have been set out in **Table 5.1** below.
- 5.1.3. The SA Assessment has identified recommendations identified throughout the assessment of the LTP. These have been taken from the SA Report, EqIA and HRA. It should be noted that these are different from the mitigation measures outlined in **Section 10** of the **Main SA**, as they focus on potential changes to the LTP, rather than measures identified in response significant effects. These recommendations have been put forward to WBC and changes will be considered by WBC during the preparation of the LTP.

Table 5-1 - Proposed Mitigation and Enhancement Measures

SA Objective	Mitigation/Enhancement	Mechanism
SA4: Biodiversity	<p>Consideration needs to be given to the potential effects of construction and operation of developments (noise, vibration and air pollution) on international, national and locally designated sites of importance for biodiversity. Sites should be surveyed prior to development to establish all habitats and species in the area.</p> <p>In order to maximise sustainability benefits and compliance with national biodiversity policy, transport interventions must commit to at least 10% biodiversity net gain.</p> <p>Infrastructure schemes should incorporate design measures that lessen the impact on biodiversity.</p> <p>Where a transport project is likely to have a significant effect on the natural environment the avoidance-mitigation-compensation hierarchy applies, for example, less damaging alternatives should be sought with regards impacts to high value ecological and landscape receptors.</p>	<p>Project level design and assessment (including noise assessments/ surveys)</p> <p>Inclusion within preferred LTP Policies</p>
SA6: Air Quality SA9: Noise	<p>Consideration needs to be given to the potential effects of construction and operation of the interventions on local noise and air quality receptors including schools and residential buildings.</p> <p>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented.</p>	<p>Inclusion within preferred LTP Policies</p>
SA7: Greenhouse Gases	<p>Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy and should consider BREEAM and BREEAM Infrastructure.</p> <p>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented.</p>	<p>Project level design and assessment</p> <p>Inclusion within preferred LTP Policies</p>
SA10: Landscape and Townscape	<p>Sensitive design should be considered within the action plans to ensure positive effects on local townscapes and landscapes.</p> <p>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented, to improve the landscape and townscape setting.</p>	<p>Project level design and assessment</p> <p>Project level landscape and visual impacts assessments</p> <p>Inclusion within preferred LTP Policies</p>

SA Objective	Mitigation/Enhancement	Mechanism
SA11: Historic Environment	<p>Sensitive design should be considered within the action plans to ensure positive effects on local historic assets.</p> <p>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented, to reduce the air quality related damage to historic assets.</p> <p>Development should consider impacts on designated areas including the Conservation Areas within Wokingham.</p> <p>Where development is located within designated areas, a process of trial trenching should be undertaken to record and register what buried archaeological assets.</p> <p>Where action plan interventions are located within, or 500m outside of a designated historic asset, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.</p>	<p>Historic Landscape Characterisation</p> <p>Project level design and assessment</p> <p>Inclusion within preferred LTP Policies</p>
SA13: Flooding	<p>Where developments are located within flood zones or flood risk areas, SuDS should be included with scheme design.</p> <p>If located within a flood zone, the Environment Agency would need to permit any work to ensure there is no increase in flood risk, taking into account climate uplifts.</p>	<p>Project level design and assessment</p>
SA14: Population	<p>Ensure that the action plan interventions are accessible for all, including low-income groups.</p> <p>Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low-income groups).</p> <p>Where public transport developments are proposed, consideration should be given to the accessibility of vulnerable groups, to ensure they are able to access public transport and services are inclusive.</p>	<p>Inclusion within preferred LTP Policies</p> <p>Project level design and assessment</p>
SA15: Health	<p>Active travel provision should be accessible for all, including those using hand cycles.</p>	<p>Inclusion within preferred LTP Policies</p> <p>Project level design and assessment</p>
SA16: Economy and Employment	<p>Action plan interventions should remain accessible for all to ensure connectivity with employment opportunities.</p> <p>Where possible, developments should work with local businesses and employers to source materials and workforces.</p>	<p>Project level design and assessment</p>

5.2 Monitoring Measures

- 5.2.1. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of applying the plan can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.
- 5.2.2. The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SA, and to deal with any unforeseen problems. Those remaining significant effects (albeit uncertain effects) that remain following the implementation of the mitigation and enhancement measures above include the following:
- SA4: Potential negative effects on biodiversity;
 - SA6: Potential negative effects on air quality;
 - SA9: Potential negative effects on noise;
 - SA10: Potential negative effects on landscape and townscape;
 - SA11: Potential negative effects on the historic environment; and
 - SA13: Potential for the location of developments to be within Flood Zone 3.
- 5.2.3. It should be noted that these uncertain effects are generally where limited scheme information is currently available.
- 5.2.4. **Table 5-2** below sets out those monitoring measures which could be suitable in monitoring those uncertain residual effects outlined above. Targets have either been taken from the Local Plan or Government targets.

Table 5-2 – Potential Monitoring Measures

Potential Effects	Key Performance Indicators	Targets
SA4: Potential negative effects on Biodiversity	Biodiversity net gain achieved through the interventions.	For all relevant developments to deliver a minimum of 10% Biodiversity Net Gain
SA6: Potential negative effects on Air Quality	To monitor air quality levels within existing AQMAs and ensure they don't exceed existing baseline levels.	Improvements in air quality within AQMAs in line with air quality targets.
SA9: Potential negative effects on noise	Monitor the number of noise important areas. Develop Noise Action Plans to tackle specific arising issues if required.	No increase in the number of noise important areas.
SA10: Potential negative effects on Landscape and Townscape	Landscapes benefiting from conservation and enhancement measure as a result of the action plan interventions.	No greenfield land lost as a result of the interventions.
SA11: Potential negative effects on the Historic Environment	The number of historic assets (statutory and non-statutory) negatively affected by the interventions.	No historic assets negatively affected by the interventions.



Potential Effects	Key Performance Indicators	Targets
	The number of historic assets (statutory and non-statutory) benefiting from conservation and enhancement measure as a result of the interventions.	
SA13: The number of potential interventions located in Flood Zone 3	Number of interventions supported by a flood risk assessment.	For all relevant interventions to incorporate suitable flood resilience and mitigation measures

6 Next Steps

- 6.1.1. Following the publication of this Final NTA and SA Report alongside the Final LTP, a post-adoption statement will be produced. The post-adoption statement will document how environmental, health, and socio-economic considerations, the views of consultees, and the outcomes of the SA have been taken into account in the adopted LTP.
- 6.1.2. An indicative timetable of the remaining stages of the SA and LTP have been included in **Table 6-1** below.

Table 6-1 – Indicative Local Transport Plan 4 and SA Timetable

SA/ LTP Stages	Timescales
Publication of LTP and final SA	Spring 2025
Post Adoption Statement (as above)	Spring/Summer 2025



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