Wokingham Borough Council

Local Transport Plan 2025: Connecting People and Places

Appendix D – Assessment of LTP Policies

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Wokingham Borough Council

Local Transport Plan 2025: Connecting People and Places

Appendix D – Assessment of LTP Policies

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Tables

Introduction

The LTP Policies have been grouped by Objective and assessed individually. This is detailed in **Section 2.2** of the **SA Report** and summarised below. The assessment of the polices will predict the following:

- Overall effect significance (negative, positive, uncertain, both positive and negative or negligible);
- Nature of effect (direct, indirect);
- Spatial extent (local, regional, national, international);
- Reversibility of effect:
  - Reversible: The receptor can return to baseline condition without significant intervention;
  - Irreversible: The receptor would require significant intervention to return to baseline condition.
- Duration (short, medium or long term) – Short term: 0-5 years, Medium term: 5-10 years (up to the end of the plan period) Long term: 10+ years (beyond the plan period).

Table D-1 below shows the key to effects that have been used within the assessments below. It should be noted that where uncertain and neutral effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been left blank.

Table D-1 – Key to Effects

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Potential for both positive and negative effects	+/-
Uncertain effects	?
Negligible / No effect	0
Nature of effect (direct / indirect)	D / I
Spatial extent (local / regional / national / international)	L / R / N / I
Reversibility of effect (reversible / irreversible)	R / I
Duration (short / medium / long term)	ST / MT / LT

Health and Wellbeing

Table D-2 - Assessment of Health and Wellbeing Policies

Objective	Health and Wellbeing							
Policy Action	Enable and support the council's ambition to reduce avoidable and unfair differences in people's health and wellbeing in the borough. 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 Adopt the Healthy Streets approach to all new schemes							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	
SA4: Biodiversity	+	L	I	R	R	P	LT	Increased access opportunities to active travel options are anticipated to have minor positive effects on biodiversity, as more active travel options would encourage a modal shift away from private vehicle use which would reduce vehicle emissions and improve air quality and reduce noise around local habitats.
SA5: Green Infrastructure	+	L	D	L	I	P	LT	Minor positive effects are anticipated for green infrastructure as a result of adoption of the Healthy Streets approach. One of the indicators for healthy streets is providing shade and shelter, specifically through the implementation of trees. This is likely to positively contribute to green infrastructure within Wokingham.
SA6: Air Quality	++	M	D	R	R	P/T	LT	Significant positive effects have been identified upon air quality as a result of providing better access to essential services using active travel options. This would encourage a modal shift away from private vehicle use and create low traffic environments, reducing traffic emissions and improving air quality on the local populations. Additionally, the implementation of the healthy streets approach contributes to improving air quality within new schemes.
SA7: Greenhouse Gases	+	L	I	R	R	P/T	LT	Minor positive effects have been identified upon greenhouse gasses as the promotion of Healthy Streets within new schemes supports the uptake of active travel options, which encourages a modal shift away from private vehicles and reduce traffic emissions.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	
SA9: Noise	+	L	D/I	R	R/I	P	LT	Minor positive effects have been identified as implementing the Healthy Streets approach to all new schemes is likely to reduce noise, as this is one of the indicators. This policy also promotes access to active travel options, further contributing to reduced traffic noise in local areas.
SA10: Landscape and Townscape	++	M	D	R	I	P	LT	Significant positive effects have been identified upon the landscape and townscape. Creating low traffic environments through providing better access to active travel options, has potential to improve the landscape and townscape setting through reduced noise, improved air quality and reduce vehicle presence. Additionally, the development

Objective	Health and Wellbeing							
Policy Action	Enable and support the council's ambition to reduce avoidable and unfair differences in people's health and wellbeing in the borough. 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 Adopt the Healthy Streets approach to all new schemes							
SA Objective	Significance	Magnitude	Nature of effect	Spatial Extent	Reversibility	Permanence	Duration	Description of potential Effects
								of Healthy Streets indicators within new developments has potential to improve the public realm within Wokingham.
SA11: Historic Environment	+	L	I	R	R	P/T	LT	Minor positive effects have been identified upon the historic environment as the policy may encourage a modal shift away from private vehicles. This would reduce traffic emissions, improve air quality and therefore reduce degradation of heritage assets in the area. Additionally, the development of healthy streets is likely to indirectly effect the setting of heritage assets, positively impacting the historic environment.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	
SA14: Population	++	M	D	R	I	P	LT	Significant positive effects have been identified upon the population. Improving access to essential services through encouraging active and public transport options and prioritising transport options has potential to help increase connectivity throughout Wokingham, providing improved commuter and social trips. This is likely to improve access to services and facilities for communities and ensure that infrastructure is suitable for both current and future generations. Additionally, supporting the Community Vision for Wokingham is likely to result in improvements across the community, including providing improved education access.
SA15: Health	++	H	D	R	R	P/T	LT	Significant positive effects are anticipated through implementing 'Marmot' principles to reduce health inequalities. In addition, promoting a 'Healthy Streets' approach supports and improves access to active travel options, which may encourage a modal shift away from private vehicle usage. This results in improved air quality through reduced traffic emissions and reduce exacerbations of respiratory conditions. Prioritising transport schemes has potential to improve connectivity around Wokingham, improving the mental health and wellbeing of residents and visitors commuting for work or leisure. Additionally, the implementation of Healthy Streets is likely to contribute to improved mental wellbeing within the Borough, providing spaces that are promote wellbeing, provide opportunities for social interaction, and improve access.
SA16: Economy and Employment	+	L	I	L	R	P/T	LT	The support of the Community Vision 2035 policy is anticipated to result in positive effects upon economy and employment. There is potential that this policy will encourage inward investment into Wokingham, as well as employment opportunities. Prioritising active and public transport may improve employment opportunities for those who do not have access to private vehicles. Promoting a 'Healthy Streets' approach may provide a sense of improved safety, attracting more people into the area for work or leisure, contributing to the local economy.

Objective	Health and Wellbeing							
Policy Action	Enable and support the council's ambition to reduce avoidable and unfair differences in people's health and wellbeing in the borough. 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 Adopt the Healthy Streets approach to all new schemes							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Potential Cumulative / Synergistic Effects	**SA1:** Potential negative cumulative effects arising upon natural capital if construction is to occur on multiple developments simultaneously. **SA2:** Potential negative cumulative effects arising from waste if construction is to occur on multiple developments simultaneously. **SA3:** Potential negative cumulative effects arising upon soils if construction is to occur on multiple developments simultaneously. **SA4:** Potential positive cumulative effects on biodiversity as a result of reduced disturbance and improved air quality. **SA4:** Potential negative cumulative effects on biodiversity as a result of disturbance from construction works. **SA5:** Potential positive cumulative effects resulting from improved green infrastructure. **SA6/SA7:** Potential positive cumulative effects on air quality and GHGs resulting from improved air quality and reduced GHGs from low traffic environments. **SA9:** Potential positive cumulative effects on noise as a resulting from reduced road traffic. **SA9:** Potential negative cumulative effects from noise if construction is to occur on multiple developments simultaneously. **SA10:** Potential positive cumulative effects on landscape and townscape through reduced noise disturbance, improved air quality and reduced vehicle presence, improving the landscape and townscape setting. **SA11:** Potential positive cumulative effects on historic environment as a result of reduced degradation to heritage assets from poor air quality. **SA14:** Potential positive cumulative effects on economy and employment through improved connectivity and access to services. **SA15:** Potential positive cumulative effects on health as a result of improved air quality and improved access to active travel options. **SA16:** Potential positive cumulative effects on economy and employment through improved connectivity and access to work and business opportunities							
Mitigation and Enhancement Measures	**SA14/SA15:** Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles Consideration should be made for removing other barriers towards active travel for disabled people and low income groups, such as affordability. In addition, the objective should seek to improve wayfinding and provide permeability across the transport network, especially for those with mobility constraints e.g. wheelchair users, pushchair users. **SA4/SA5/SA6/SA10:** Green infrastructure such as sustainable urban drainage systems and green roofs can improve resilience to flooding through controlling water and contribute to improving air quality, and also create space for nature. **SA10/SA11:** Ensure that new infrastructure designs are in harmony with the existing townscape. Use materials, colours, and styles that complement the local architecture and history. **SA7:** Where possible, integrate renewable energy sources, such as solar panels, to power EV chargers and reduce carbon footprint.							
Recommendations	It is recommended that new developments with active travel provisions are designed to segregate cyclists and pedestrians from vehicular traffic. It is recommended that the inclusion of green infrastructure is implemented within design principles, providing benefits across green infrastructure, water quality, and flood risk.							

Safer Streets for All

Table D-3 - Assessment of Safer Streets for All Policies

Objective	Safer Streets for All							
Policy Action	Develop a Vision Zero Action Plan Implement passive and active traffic speed controls to enforce and manage traffic speeds outside urban areas Implement 20mph speed limits where a need has been evidenced							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	+	L	I	R	R	P	LT	There is potential for indirect, positive effects upon biodiversity by implementing speed controls reducing speed limits to 20mph which could reduce pollution, minimise disturbance and degradation on local habitats and species in treeline and hedgerow borders within Wokingham.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+	L	I	R	R	P	LT	There is potential for minor positive effects upon air quality as a result of these policies. The policies look to implement passive and active speed controls, including 20mph speed limits which would reduce emissions and improve air quality around Wokingham, including within Wokingham Town Centre AQMA.
SA7: Greenhouse Gases	+	L	I	R	R	P	LT	Minor positive effects are anticipated as speed limit changes will reduce GHG emissions in the Borough. These policies look to implement passive and active speed controls, including 20mph speed limits which would reduce GHG emissions around Wokingham.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	+	L	I	R	R	P	LT	Minor positive effects are anticipated through speed limit changes, resulting in reduced traffic noise.
SA10: Landscape and Townscape	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA11: Historic Environment	+	L	D	L	R	P/T	LT	Minor positive effects are anticipated upon the Historic Environment, as speed limit changes and implementing passive and active speed controls would improve air quality, reducing degradation of heritage assets within close proximity to the road network.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Objective	Safer Streets for All							
Policy Action	Develop a Vision Zero Action Plan Implement passive and active traffic speed controls to enforce and manage traffic speeds outside urban areas Implement 20mph speed limits where a need has been evidenced							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA15: Health	++	M	D	R	R	P	LT	There are significant positive anticipated effects on health, as reducing speed limits, implementing speed controls and the development of a Vision Zero Action Plan is likely to reduce the number of traffic collisions and injuries, including the number of killed or seriously injured (KSI). Slower vehicles may also reduce emissions, resulting in improved air quality and reducing risk of respiratory disease. Road users, including pedestrians and active travel users may also feel safer as a result of slower moving vehicles, especially in town centres and near schools.
SA16: Economy and Employment	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Potential Cumulative / Synergistic Effects	**SA4:** Potential positive cumulative effects on biodiversity as a result of decreased speed limits, reducing disturbance and degradation. **SA6/SA7:** Potential positive cumulative effects on air quality and GHGs resulting from the implementation of reduced speed limits, active and passive speed controls. **SA9:** Potential positive cumulative effects resulting from speed limit changes, reducing road traffic noise. **SA11:** Potential positive cumulative effects on historic environment as a result of reduced degradation to heritage assets from poor air quality. **SA15:** There are positive cumulative effects on health including an overall contribution to road safety improvement, reducing the likelihood of accidents, injuries and fatalities on the road.							
Mitigation and Enhancement Measures	**SA4:** Consideration needs to be given to the potential effects of construction of developments (noise, vibration and air pollution) on biodiversity, including designated sites. **SA6:** Measures should be taken to improve cycle infrastructure within the town centre to allow for separate cycle lanes, increasing safety for active travels users.							
Recommendations	The policies could be expanded to include reference to how the network of safer pedestrian and cycle routes will allow access for all inclusively. The policies could be expanded to include reference to improving the safety of active travel networks, for example through improved lighting.							

Environmental Impacts

Table D-4 - Assessment of Environmental Impacts Policies

Objective	Environmental Impacts							
Policy Action	Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	+/-	L	I	R	R/I	P/T	ST/LT	Improvements to air quality across the Borough is likely to result in improvements to natural capital and reduce degradation of this asset due to poor air quality, resulting in positive effects. However, there is potential that implementing traffic management techniques may result in negative effects due to poor air quality associated with construction. It is noted that construction effects are likely to be temporary, and determined by individual schemes that may arise.
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	+	M	D	R	R	P/T	LT	There are likely to be minor positive effects on biodiversity as a result of improvements in air quality and reductions in traffic noise. This is likely to reduce the disturbance to local biodiversity, particularly those in habitats bordering the Borough's busiest roads, and may also contribute to minimising biodiversity loss as a result of poor air quality.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	++	H	D/I	L	R/I	P	LT	There are likely to be significant positive effects upon air quality in the borough as a result of this policy. There is anticipated to be a reduction in vehicle movements through the implementation of Air Quality Action Plan (AQAPs) within the designated areas of the Borough, contributing to improved air quality. In addition, implementing effective traffic management techniques will aid in traffic speed reductions and traffic volumes and improving traffic flow. This would reduce congestion and vehicle idling times, contributing to improved air quality.
SA7: Greenhouse Gases	+	M	D	R	R/I	P	LT	There are anticipated minor positive effects on GHGs as a result of the policy action. There is anticipated to be a reduction in vehicle movements through the implementation of AQAPs within the designated areas of the Borough, contributing to reduction in GHGs. In addition, implementing effective traffic management techniques will aid in traffic speed reductions and traffic volumes and improving traffic flow. This would reduce congestion and therefore reduce GHG emissions from transport.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	+	M	I	L	R	P/T	MT/LT	There is anticipated to be a reduction in vehicle movements through the implementation of AQAPs within the designated areas of the Borough, contributing to reduction in road traffic noise. Therefore, positive effects upon noise are likely to occur as a result of this policy.

Objective	Environmental Impacts							
Policy Action	Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA10: Landscape and Townscape	+	L	I	R	R	P	MT/LT	A reduction in the number of vehicles on the Borough's roads is anticipated as a result of the implemented AQAPs and is likely to result in reduced congestion. This, alongside a reduction in vehicle noise, is likely to improve the setting of Wokingham Borough's landscape and townscape.
SA11: Historic Environment	+	L	I	L	R	P	MT	Air quality has been linked to increased degradation of the surfaces of heritage assets, therefore improvements to air quality within the Borough are likely to result in reductions in the degradation of heritage assets. There is also the potential that reductions in noise pollution may improve the setting of heritage assets and improve the significance of settings.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	+/-	L	D/I	L	R/I	P/T	ST/LT	Mixed positive and negative effects have been identified for population as a result of these policies. There is potential for the improvements of traffic flows to improving efficiency of routes, improving access across the Borough. However, there is potential for negative effects during construction as a result of alterations to existing routes, causing confusion amongst users and temporarily increasing congestion, altering access.
SA15: Health	+	M	I	R	R	P	MT	Indirectly, the policy action is likely to positively impact upon health. Air quality improvements are likely to result in improved health, particularly as air quality has been linked to poor health. For residents located close to areas of poor air quality, or those who regularly use highly congested routes, there are likely to be reductions to the exacerbation of respiratory conditions such as asthma. Additionally, a reduction in noise for those residents close to noisy routes is likely to result in improved mental wellbeing as a result of reduced disturbance. Improvements to congestion is also anticipated to indirectly improve mental wellbeing as a result of reduced stress during journeys.
SA16: Economy and Employment	+	M	I	R	R	P	LT	There are anticipated to be minor positive indirect effects on economy and employment as a result of these policies. There are likely to be improvements to journey times as a result of improved traffic flows and reduced traffic volumes reductions on the Borough's roads. This is likely to improve the reliability of transport networks and journey to work times.
Potential Cumulative / Synergistic Effects	**SA4:** Potential positive cumulative effects on biodiversity as a result of reduced disturbance and improved air quality. **SA6/SA7:** Potential positive cumulative effects on air quality resulting from the implementation of AQMAs and Air Quality Action Plans (AQAPs). **SA9:** Potential positive cumulative effects resulting from a reduction in road traffic noise. **SA10:** Potential positive cumulative effects on landscape and townscape through reduced noise disturbance and congestion. **SA11:** Potential positive cumulative effects on historic environment as a result of reduced degradation to heritage assets from poor air quality. **SA15:** Potential positive cumulative effects on health as a result of improved air quality and reduced road traffic noise. **SA16:** Potential positive cumulative effects on economy and employment as a result of improved journey times due to reduced congestion.							

Objective	Environmental Impacts							
Policy Action	Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Mitigation and Enhancement Measures	No mitigation or enhancement measures have been identified at this stage. Mitigation is likely to be based on individual schemes that may arise as a result of the LTP.							
Recommendations	There are no policy specific recommendations identified.							

Digital Access

Table D-5 - Assessment of Digital Access Policies

Objective	Digital Access							
Policy Action	Support the development and delivery of a one-stop-shop for travel information and to plan journeys							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA7: Greenhouse Gases	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA10: Landscape and Townscape	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA11: Historic Environment	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	+/-	M	D	R	R	P	LT	Improving digital accessibility to travel information may have positive effects on the population due to an increase in efficiency and accessibility for planning travel journeys. However, there is also the potential for negative impacts on the population for individuals without the means to access digital services and for those who may lack the skills and knowledge required to use digital services and thus may be left without the required information.
SA15: Health	+/-	L	I	R	R	P	LT	Mixed positive and negative effects are anticipated on wellbeing through this policy action. Digital access to travel information will enable people to efficiently plan travel journeys and prepare for any potential travel disruptions which may contribute to improved wellbeing as a result of reduced stress. However, there is also the potential for negative impacts on individuals without the means to access digital services and for those who may lack the skills and knowledge required to use digital services and thus may be left without the required information.

Objective	Digital Access							
Policy Action	Support the development and delivery of a one-stop-shop for travel information and to plan journeys							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA16: Economy and Employment	+	M	I	R	R	P	LT	Positive effects are anticipated upon the economy and employment through improved access to travel information for those using public transport. Effectively planning travel journeys through an online platform will enable people to commute to services and work which may also encourage increased tourism and business within Wokingham.
Potential Cumulative / Synergistic Effects	**SA14:** Potential positive cumulative effects on population, improving access to travel information. **SA14:** Potential negative cumulative effects as a result of those with no internet access or knowledge of digital technology. **SA15:** Potential positive cumulative effects on health and wellbeing, improving access to travel information. **SA15:** Potential negative cumulative effects as a result of those with no internet access or knowledge of digital technology. **SA16:** Potential positive cumulative effects on economy and employment through improving access to travel information.							
Mitigation and Enhancement Measures	**SA14/15:** Provisions need to be in place to ensure those without the means or knowledge to access digital services are supported. Travel information should be available publicly, for example, within libraries.							
Recommendations	It is recommended that public training opportunities are given to people who are not confident in using digital platforms.							

Access for All

Table D-6 - Assessment of Access for All Policies

Objective	Access for All							
Policy Action	Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability. Support and promote volunteer services to enable independent travel by those with a physical or mobility disability. Relaunch training on how to use buses and trains for those with a disability and mobility impairment Provide measures that support and enable independent travel for all Provide travel safety guidance and advice for women, carers, minorities and children Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel Manage on-street parking to keep footways clear of parked vehicles and those making deliveries Review residential parking conditions to ensure residents without off street parking can access their property from parked vehicles a reasonable distance from their homes Coordinate the location of community hubs and access to them for health equality and wellbeing Consider more uses for park and ride locations and other under-utilised highway assets							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is currently unclear if additional infrastructure at park and ride locations, as well as the proposed footways and cycle routes to every bus stop, will result in construction works that may include additional materials, or land take. This is likely to be determined by individual developments arising as a result of this policy.
SA3: Soils	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is currently unclear if additional infrastructure at park and ride locations as well as the proposed footways and cycle routes to every bus stop will result in additional land take and any loss of best most versatile land. This is likely to be determined by individual developments arising as a result of this policy.
SA4: Biodiversity	+/-	L	I	R	R	P/T	MT/LT	There are potential for positive effects upon biodiversity through the provision of improved active travel infrastructure which would encourage a modal shift away from private car usage and improve air quality and reduce disturbance to habitats and species. However, there is potential for construction of additional active travel routes to result in disturbance to local biodiversity. This is likely to be determined by individual schemes that may arise.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+/-	L	I	R	R	P/T	ST/LT	Mixed positive and negative effects have been identified for air quality through the provision of improved active travel infrastructure which would encourage a modal shift away from private car usage and reduce road vehicle emissions, thus improving air quality. However, there is potential for short-term negative effects on air quality due to construction emissions.

Objective	Access for All							
Policy Action	Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability. Support and promote volunteer services to enable independent travel by those with a physical or mobility disability. Relaunch training on how to use buses and trains for those with a disability and mobility impairment Provide measures that support and enable independent travel for all Provide travel safety guidance and advice for women, carers, minorities and children Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel Manage on-street parking to keep footways clear of parked vehicles and those making deliveries Review residential parking conditions to ensure residents without off street parking can access their property from parked vehicles a reasonable distance from their homes Coordinate the location of community hubs and access to them for health equality and wellbeing Consider more uses for park and ride locations and other under-utilised highway assets							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA7: Greenhouse Gases	+/-	L	I	R	R	P/T	MT/LT	There are potential negative effects upon greenhouse gases during the construction of active travel infrastructure to every bus stop and at park and ride stations. However, during operation, this is likely to result in reductions in vehicle emissions as a modal shift away from private car usage is encouraged, reducing GHGs.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	+/-	L	D	L	R	P/T	ST/MT	There is potential for increases in noise during the development of active travel infrastructure as a result of construction plant equipment. However, during operation there is likely to be a reduction in vehicle noise as a modal shift away from private care usage is encouraged.
SA10: Landscape and Townscape	+/-	L	D	L	R/I	P/T	ST/LT	During construction, there may be changes to the local landscape and townscape, as a result of construction and plant equipment and noise. This is likely to result in negative effects upon the local landscape and townscape setting. However, developments to active travel infrastructure may contribute to improving landscape and townscape values, and the potential reductions in congestion through a modal shift away from private care usage, are likely to positively affect landscape and townscape settings.
SA11: Historic Environment	+	L	I	R	R	P	LT	As a shift toward public transport is encouraged and supported, there is likely to be a reduction in road vehicles and congestion, thus improving air quality. This, in turn, would result in positive effects upon historical assets through a reduction in both degradation and improvements to the setting of assets.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Objective	Access for All							
Policy Action	Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability. Support and promote volunteer services to enable independent travel by those with a physical or mobility disability. Relaunch training on how to use buses and trains for those with a disability and mobility impairment Provide measures that support and enable independent travel for all Provide travel safety guidance and advice for women, carers, minorities and children Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel Manage on-street parking to keep footways clear of parked vehicles and those making deliveries Review residential parking conditions to ensure residents without off street parking can access their property from parked vehicles a reasonable distance from their homes Coordinate the location of community hubs and access to them for health equality and wellbeing Consider more uses for park and ride locations and other under-utilised highway assets							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA14: Population	++	M	D	R	R/I	P	LT	There is potential for significant positive effects upon population as a result of this objective and associated policies. The policies positively contribute to reducing inequalities to vulnerable groups, including the elderly, people with physical and learning disabilities as well as women and children, by increasing accessibility to public transport and enabling independent travel. This will increase access to services and facilities such as employment, education, health, leisure and social community hubs, increasing inclusivity for vulnerable groups. Managing on-street parking will improve pedestrian safety, especially for those using mobility scooter, wheelchairs, pushchairs and parents/carers/children commuting on school runs. In addition, reducing parking restrictions for essential services such as carers and health visitors will improve access to residents' homes and reduce unnecessary time looking for parking. Improving public transport to community hubs will reduce inequalities for those without access to private vehicles and may reduce the feeling of isolation. Additionally, the provision of improved active travel infrastructure such as surfaced footways and cycle routes to every bus stop, as well as e-bike cargo hubs and active travel hubs at park and ride locations will increase access to public transport for those using active travel options and those who require the use of mobility scooters, wheelchairs and pushchairs.
SA15: Health	++	M	D	R	R/I	P	LT	There are anticipated significant positive effects on health and wellbeing as a result of the access improvements for those from vulnerable groups to social, health, education, leisure facilities, and services. This is likely to improve the wellbeing of local residents reliant on public transport. Additionally, improved active travel facilities is likely to result in increased physical activity rates, and improved physical health.
SA16: Economy and Employment	+	M	I	R	R	P	LT	Improved accessibility for all social groups, including the elderly, those with disabilities, and people with young children in pushchairs improves the connectivity of developments to Wokingham's town centres and employment and tourism opportunities, contributing towards the local economy and resulting in potential minor positive effects.

Objective	Access for All							
Policy Action	Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability. Support and promote volunteer services to enable independent travel by those with a physical or mobility disability. Relaunch training on how to use buses and trains for those with a disability and mobility impairment Provide measures that support and enable independent travel for all Provide travel safety guidance and advice for women, carers, minorities and children Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel Manage on-street parking to keep footways clear of parked vehicles and those making deliveries Review residential parking conditions to ensure residents without off street parking can access their property from parked vehicles a reasonable distance from their homes Coordinate the location of community hubs and access to them for health equality and wellbeing Consider more uses for park and ride locations and other under-utilised highway assets							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Potential Cumulative / Synergistic Effects	**SA2:** Potential negative cumulative effects arising from waste if construction is to occur on multiple developments simultaneously. **SA3:** Potential negative cumulative effects on soils if construction is to occur on multiple developments simultaneously. **SA4:** Potential positive cumulative effects on biodiversity as a result of reduced disturbance and degradation. **SA6/SA7:** Potential positive cumulative effects on air quality and GHGs through encouraging a modal shift and providing improved public transport access. **SA6/SA7:** Potential negative cumulative effects on air quality and GHGs if construction is to occur on multiple developments simultaneously. **SA9:** Potential positive cumulative effects on noise through reduced numbers of private vehicles on the Borough's roads by encouraging a modal shift toward active travel. **SA9:** Potential negative cumulative effects from noise if construction is to occur on multiple developments simultaneously. **SA10:** Potential positive cumulative effects on the setting of landscape and townscapes through reduced vehicle dominance. **SA10:** Potential negative cumulative effects on setting due to construction activities. **SA11:** Potential positive cumulative effects on historic environment as a result of reduced degradation to heritage assets from poor air quality. **SA14:** Potential positive cumulative effects, providing improving access to public transport throughout the Borough. **SA15:** Potential positive cumulative effects upon health as a result of improved active travel infrastructure. **SA16:** Potential positive cumulative effects on economy as a result of improving public transport access and connectivity within the Borough and local economies.							
Mitigation and Enhancement Measures	**SA2:** Where possible, circular economy principles should be utilised to avoid waste from construction activities. **SA10/SA11:** Any construction works should outline mitigation measures to minimise effects on the landscape and heritage assets through a CEMP. **SA14:** Development to pedestrian and active travel networks should incorporate designing out crime principles. **SA14/SA15:** Surfaced footway and cycle path design should ensure width of footpaths Developers should follow Inclusive Mobility Guidance.							
Recommendations	No policy specific recommendations have been identified.							

Table D-7 - Assessment of Active Travel: Walking, Cycling and Wheeling Policies

Objective	Active Travel: Walking, Cycling and Wheeling							
Policy Action	Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan 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 Continue to implement a promotional campaign for active and sustainable travel Work with neighbouring authorities to provide an e-bike hire scheme in the borough Provide new Active Travel Design guidance for Wokingham Maintain and expand the cycle training programmes for all Provide a range of secure cycle parking options at local destinations Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users Implement a network of integrated transport hubs across the borough Enhance pedestrian access and safety for all in local service centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as there is potential that the delivery of greenways and new walking and cycling infrastructure may result in changes to the provision of natural capital within Wokingham. However, this is likely to be determined by individual developments arising from the LTP.
SA2: Materials and Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is currently unclear if the delivery of walking and cycling infrastructure will result in construction works that may include additional materials, or land take if required. This is likely to be determined by individual developments arising as a result of this objective.
SA3: Soils	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is currently unclear if the delivery of walking and cycling infrastructure will result in construction works that may include additional land take. This is likely to be determined by individual developments arising as a result of this objective.
SA4: Biodiversity	+/-	L	I	R	R	P	ST/LT	Increased access opportunities to active travel options may have minor positive effects on biodiversity, as more active travel routes would encourage a modal shift away from private vehicle use, which would reduce vehicle emissions and improve air quality and reduce noise around local habitats; reducing disturbance and degradation of biodiversity. However, there is potential for construction works of new greenways to result in loss of biodiversity, and disturbance through noise and dust spoiling.
SA5: Green Infrastructure	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is currently unclear if the delivery of walking and cycling infrastructure, including greenways and green lanes will include design principles for green infrastructure measures. This is likely to be determined by individual developments arising as a result of this objective.
SA6: Air Quality	+	M	I	R	R	P	LT	Minor positive effects are anticipated for air quality as it is anticipated that the development of greenways and green lanes will encourage a modal shift, reducing reliance on private vehicles, improving air quality. Additionally, improving the active

Objective	Active Travel: Walking, Cycling and Wheeling							
Policy Action	Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan 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 Continue to implement a promotional campaign for active and sustainable travel Work with neighbouring authorities to provide an e-bike hire scheme in the borough Provide new Active Travel Design guidance for Wokingham Maintain and expand the cycle training programmes for all Provide a range of secure cycle parking options at local destinations Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users Implement a network of integrated transport hubs across the borough Enhance pedestrian access and safety for all in local service centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								travel network and providing an e-bike hire scheme within the borough, is likely to encourage a modal shift towards public transport and active travel use.
SA7: Greenhouse Gases	+	M	I	R	R	P	LT	Minor positive effects are likely for GHGs as it is anticipated that the development of greenways and green lanes and providing an e-bike hire scheme within the borough, will reduce vehicle emissions by encouraging a modal shift towards public transport and active travel use.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	+/-	L	I	L	R	P	LT	There are potential for positive effects upon noise as it is anticipated that the development of greenways and green lanes will reduce the number of privately own vehicles on the Borough's roads, as well as providing quiet lanes. Additionally, improving the active travel network and providing an e-bike hire scheme within the Borough, is likely to encourage a modal shift towards public transport and active travel use. However, there is potential for increases in noise during the construction of development as a result of plant equipment.
SA10: Landscape and Townscape	+/-	L	D	L	R/I	P/T	ST/MT	During construction, there may be changes to the local landscape and townscape, including the addition of construction and plant equipment and noise. This is likely to result in negative effects upon the local landscape and townscape setting. However, it is anticipated that this objective will encourage a modal shift away from private car usage, resulting in reduced congestion, positively affecting landscape and townscape settings. The development of greenways within Wokingham, if sensitively designed, also have potential to positively contribute to the Borough's landscape value.
SA11: Historic Environment	+/-	M	D	L	R/I	P/T	ST/LT	There is potential that during construction, historical assets may be disturbed, with negative effects on their settings as a result of construction noise, vibration and emissions. However, there is potential for positive effects on the settings of historical assets, particularly if greenways are sensitively designed, as well as due to a reduction in vehicle emissions and improved air quality.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Objective	Active Travel: Walking, Cycling and Wheeling							
Policy Action	Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan 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 Continue to implement a promotional campaign for active and sustainable travel Work with neighbouring authorities to provide an e-bike hire scheme in the borough Provide new Active Travel Design guidance for Wokingham Maintain and expand the cycle training programmes for all Provide a range of secure cycle parking options at local destinations Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users Implement a network of integrated transport hubs across the borough Enhance pedestrian access and safety for all in local service centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	++	M	I	L	I	P	LT	Significant positive effects have been identified for population, as the development of greenways and green lanes is likely to provide additional access to services and the wider community. This provides improved access to services, such as leisure and healthcare, as well as providing infrastructure for a growing population. In addition, the provision of an e-bike hire scheme within the borough and enhanced access for pedestrians will increase accessibility to cycling, especially for shorter journeys. Ensuring plans are in line with the national LTN 1/20 guidance, will ensure designs are inclusive and accessible for protected characteristic groups.
SA15: Health	+	M	I	L	I	P	LT	There are positive effects anticipated for health as the development of green lanes, enhanced pedestrian access, active travel infrastructure and cycle training programmes, is likely to encourage active travel modes, improving physical activity, wellbeing and therefore health. Additionally, the objective results in improvements to pedestrian safety, following the national LTN 1/20 guidance.
SA16: Economy and Employment	+	M	D	L	I	P	LT	There are anticipated minor positive improvements to economy and employment as a result of the increased public transport travel networks and active travel infrastructure. This provides better access to employment opportunities and tourist destinations. Additionally, improving the pedestrian environment and improving cycle facilities is likely to encourage residents to access town centres. The delivery of a network of greenways, rural roads and green lanes is likely to improve commutes from rural areas, to work and leisure facilities across the Borough.

Objective	Active Travel: Walking, Cycling and Wheeling							
Policy Action	Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan 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 Continue to implement a promotional campaign for active and sustainable travel Work with neighbouring authorities to provide an e-bike hire scheme in the borough Provide new Active Travel Design guidance for Wokingham Maintain and expand the cycle training programmes for all Provide a range of secure cycle parking options at local destinations Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users Implement a network of integrated transport hubs across the borough Enhance pedestrian access and safety for all in local service centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Potential Cumulative / Synergistic Effects	**SA2:** Potential negative cumulative effects arising from waste if construction is to occur on multiple developments simultaneously. **SA3:** Potential negative cumulative effects on soils if construction is to occur on multiple developments simultaneously. **SA4:** Potential positive cumulative effects on biodiversity as a result of reduced disturbance and degradation. **SA4:** Potential negative cumulative effects on biodiversity as a result of disturbance from construction works. **SA6/SA7:** Potential positive cumulative effects on air quality and GHGs through encouraging a modal shift and providing improved public transport access. **SA9:** Potential positive cumulative effects on noise through reduced numbers of private vehicles on the Borough's roads by encouraging a modal shift toward active travel. **SA9:** Potential negative cumulative effects from noise if construction is to occur on multiple developments simultaneously. **SA10:** Potential positive cumulative effects on the setting of landscape and townscapes through reduced private vehicle dominance. **SA10:** Potential negative cumulative effects on setting due to construction activities. **SA11:** Potential positive cumulative effects on historic environment as a result of reduced degradation to heritage assets from poor air quality. **SA14:** Potential positive cumulative effects, providing improving access to public transport and active travel infrastructure throughout the Borough. **SA15:** Potential positive cumulative effects upon health as a result of improved active travel infrastructure. **SA16:** Potential positive cumulative effects on economy as a result of increased public transport networks and connectivity within the Borough and local economies.							
Mitigation and Enhancement Measures	**SA2/SA3:** Where possible, development should utilise existing brownfield land. **SA2:** The reuse of existing materials should be done so under conditional circumstances, including contamination assessments. **SA14:** Development to pedestrian and active travel networks should incorporate designing out crime principles. **SA4:** Consideration needs to be given to the potential effects of construction of developments (noise, vibration and air pollution) on biodiversity, including designated sites. **SA1/SA4/SA5/SA10/SA11:** Well maintained active travel routes could present opportunities to enhance habitat, ecological networks through habitat creation and improve the quality of visual amenity of the landscape and heritage assets by managing public access to or from the historic features within Wokingham.							
Recommendations	No policy specific recommendations have been identified.							

Table D-8 - Assessment of School Travel Policies

Objective	School Travel							
Policy Action	Continue to deliver and also refresh our Sustainable Routes to School Strategy to enable and support independent travel for all to schools and colleges Deliver infrastructure to enable and support independent travel for all to schools and colleges Implement School Streets at suitable locations Continue to promote sustainable and active travel for all at schools through Modeshift STARS							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	+	L	I	L	R	P/T	ST/LT	There are minor positive anticipated effects to biodiversity as encouraging active travel at a young age can have lasting impressions and has the potential to encourage long term change, reducing private vehicle use on the roads, improving air quality and noise levels near habitats. Short term, it is anticipated to reduce the number of private vehicles around school streets, improving air quality and noise in smaller localised areas resulting in minor positive effects for biodiversity.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+	L	D	L	R	P	LT	There are minor positive anticipated effects to air quality, as encouraging active travel and implementing school streets will both result in reductions to emissions, improving air quality around school areas.
SA7: Greenhouse Gases	+	L	D	L	R	P	LT	There are minor positive anticipated effects on GHGs, as encouraging active travel and regulating speeds around school streets is anticipated to both reduce private vehicle use around school streets, and reduce overall vehicle use for school drop off/pick up.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	+	L	D	L	R	P	LT	There are minor positive anticipated effects on noise, as encouraging active travel and implementing school streets is likely to encourage the shift from private vehicle use or reduce speeds around these areas, both of which are anticipated to reduce vehicle noise around schools.
SA10: Landscape and Townscape	+	L	D	L	R	P	LT	There are minor positive anticipated effects on landscape and townscape, as encouraging a shift to active travel can result in reduced private vehicles in the area, reducing noise and improving the townscape setting.
SA11: Historic Environment	+	L	D	L	R	P	LT	There are minor positive effects anticipated on historic environment, as encouraging active travel and implementing school streets is likely to improve air quality, reducing degradation of heritage assets within close proximity, as well as improving the setting of heritage assets.

Objective	School Travel							
Policy Action	Continue to deliver and also refresh our Sustainable Routes to School Strategy to enable and support independent travel for all to schools and colleges Deliver infrastructure to enable and support independent travel for all to schools and colleges Implement School Streets at suitable locations Continue to promote sustainable and active travel for all at schools through Modeshift STARS							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	+	L	D	L	R	P	LT	Minor positive effects are anticipated for population as a result of encouraging active and sustainable modes for school travel and implementing school streets. It is likely that this will help to reduce inequalities and provide children with improved journeys to school.
SA15: Health	++	M	D	L	R	P	LT	There are significant positive anticipated effects on health, as encouraging active travel at schools is predicted to improve physical health in the younger population. Implementing school streets will also have a positive impact on health as active travellers are at less risk if vehicles are driving slower. Slower vehicles will also reduce emissions, resulting in improved air quality and reducing risk of respiratory disease.
SA16: Economy and Employment	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Potential Cumulative / Synergistic Effects	**SA4:** Potential positive cumulative effects on biodiversity through reduced disturbance. **SA6:** Potential positive cumulative effects on air quality resulting from the promotion of active travel initiatives. **SA7:** Potential positive cumulative effects on GHGs as a result of encouraging active travel and reducing vehicle use around schools. **SA9:** Potential positive cumulative effects on noise as a result of encouraging a reduction in private vehicle use. **SA10/SA11:** Potential positive cumulative effects upon setting as a result of reductions in private vehicle use. **SA14:** Potential positive cumulative effects on population through encouraging active travel for children. **SA15:** Potential positive cumulative effects on health as a result of improved active travel and physical health, as well as a reduction of collisions.							
Mitigation and Enhancement Measures	No policy specific mitigations have been identified.							
Recommendations	No policy specific recommendations have been identified.							

Table D-9 - Assessment of Public Transport Policies

Objective	Public Transport							
Policy Action	Deliver the Bus Service Improvement Plan through the Enhanced Partnership with bus operators Continue to fund community Dial a Ride services Support improved bus and rail service reliability and frequencies Review the council's Bus Stop Policy and deliver a programme of ongoing improvements; ensure high quality bus stop infrastructure in new developments Develop a sustainable plan to enable better access to Twyford station for all users							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	+	L	I	L	R	P	LT	There are anticipated minor positive effects on biodiversity as enhancing bus stop infrastructure and enhancing bus and rail reliability is anticipated to reduce the number of private vehicles on roads, improving local air quality in the Borough. Additionally, this is likely to result in reductions in traffic noise, minimising disturbance and degradation on local habitats and species. This is particularly likely to affect small mammals living in hedgerow and habitats bordering priority bus corridors.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+	M	I	L	R/I	P	LT	Minor positive effects are anticipated as enhancing bus stop infrastructure and enhancing public transport reliability and frequencies across bus and rail is anticipated to encourage a modal shift away from private vehicle use, reducing the number of private vehicles on roads and therefore improving air quality.
SA7: Greenhouse Gases	+	M	I	L	I	P	LT	Minor positive effects have been identified for greenhouse gases as a result of these policies. There is the potential for a reduction in private vehicle related greenhouse gas emissions in Wokingham due to enhancement of the bus and rail services, encouraging a modal shift away from private vehicle use. However, it is currently uncertain if green buses will be used within these interventions.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	+	L	I	L	R	P	LT	Minor positive effects are anticipated as enhancing bus stop infrastructure and enhancing bus and rail services is anticipated to reduce the number of private vehicles on roads, resulting in reduced noise.
SA10: Landscape and Townscape	+	L	I	L	R	P	LT	Minor positive effects are anticipated as this policy is likely to contribute to encouraging a modal shift away from private car use, improving the setting of the Borough's landscapes and townscapes.
SA11: Historic Environment	+	L	I	L	R	P	LT	Minor positive effects are anticipated as these policies contribute to encouraging a modal shift away from private car use, improving air quality, and therefore reducing

Objective	Public Transport							
Policy Action	Deliver the Bus Service Improvement Plan through the Enhanced Partnership with bus operators Continue to fund community Dial a Ride services Support improved bus and rail service reliability and frequencies Review the council's Bus Stop Policy and deliver a programme of ongoing improvements; ensure high quality bus stop infrastructure in new developments Develop a sustainable plan to enable better access to Twyford station for all users							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
								degradation of heritage assets. Additionally, reduced traffic noise has potential to improve the setting of heritage assets.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	++	M	D	R	R/I	P	LT	Significant positive effects are anticipated as this policy contributes to ensuring that transport modes and infrastructure will meet both current and future population growth, particularly with regard to increasing bus and rail services. The implementation of increased bus and rail services, as well as the Community Dial a Ride services also increase accessibility to the rest of the Borough for those without access to private vehicles. Additionally, improving access to Twyford station is anticipated to improve accessibility for all users, including those with disabilities.
SA15: Health	+	L	I	R	R	P	LT	Minor positive effects are anticipated as these interventions encourage sustainable travel and increases the accessibility to services, including health services, for residents who do not have access to a private vehicle. Additionally, improved air quality is likely to result in improvements to human health within the Borough.
SA16: Economy and Employment	+	L	I	R	R	P	LT	Minor positive effects on economy and employment are anticipated as these interventions increase the connectivity of communities without access to private vehicles to employment and leisure spending opportunities within the Borough.
Potential Cumulative / Synergistic Effects	**SA4:** Potential positive cumulative effects on biodiversity as a result of reduced disturbance and degradation. **SA6/SA7:** Potential positive cumulative effects through encouraging a modal shift and providing improved public transport services. **SA9:** Potential positive cumulative effects through reductions in traffic noise. **SA10/SA11:** Potential positive cumulative effects on through improved setting. **SA14:** Potential positive cumulative effects on population through improved access and services for future generations. **SA15:** Potential positive cumulative effects as a result of improved access to health services and air quality. **SA16:** Potential positive cumulative effects on economy as a result of improved connectivity to employment opportunities and leisure opportunities.							
Mitigation and Enhancement Measures	**SA14:** Design of bus stop infrastructure should be inclusive, and provide infrastructure for all social groups, including rest stops for the elderly. **SA14:** Improvements to Twyford station access should consider step free access to ensure rail services are accessible to all users. **SA14/SA15:** Bus stop design should ensure that bus stops do not reduce the width of footpaths unnecessarily. Developers should follow Inclusive Mobility Guidance.							
Recommendations	No recommendations have been proposed for this policy.							

Table D-10 - Assessment of Freight Policies

Objective	Freight							
Policy Action	Update the Freight Strategy for the borough Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	?	N/A	N/A	N/A	N/A	N/A	N/A	An increase in use of cargo bikes may have positive effects on biodiversity due to a reduction in traditional freight transportation methods therefore improving air quality and reducing noise emissions, minimising disturbance and degradation on local habitats and species. This is particularly likely to affect small mammals living in hedgerow and habitats bordering heavily used routes. It is assumed Wokingham's Freight Strategy will have positive effects on biodiversity, however, as the exact strategy is currently unclear and therefore the effects cannot be established at this time.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+	L	D	R	R	P	LT	An increase in use of cargo bikes will likely lead to a reduction in traditional fossil fuel powered freight transportation methods, therefore improving air quality. There is potential that this may also improve air quality within AQMAs, however as the details of interventions are not currently known, this cannot currently be quantified. It is assumed Wokingham's Freight Strategy will reduce the negative environmental effects of freight, however, these interventions are currently unclear and therefore the contribution to air quality improvements cannot be established at this time.
SA7: Greenhouse Gases	+	L	D	R	R	P	LT	An increase in use of cargo bikes will likely lead to a reduction in traditional fossil fuel powered freight transportation methods, therefore reducing GHG emissions within the Borough. It is assumed Wokingham's Freight Strategy will reduce the negative environmental effects of freight, however, these interventions are currently unclear and therefore the contribution to GHG emissions cannot be established at this time.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA9: Noise	?	N/A	N/A	N/A	N/A	N/A	N/A	An increase in use of cargo bikes will likely lead to a reduction in traditional fossil fuel powered freight transportation methods, and therefore may reduce the number of vehicles on the road. There is potential for the Wokingham Freight Strategy to reduce the negative noise effects of freight, however, the strategy is currently unclear and therefore the nature of effects cannot be established at this time.

Objective	Freight							
Policy Action	Update the Freight Strategy for the borough Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA10: Landscape and Townscape	+	L	I	L	R	P	LT	An increase in use of cargo bikes will likely lead to a reduction in traditional fossil fuel powered freight transportation methods, and therefore may reduce the number of vehicles on the road. Indirect positive effects upon the landscape of the Borough are anticipated due to a reduction in noise pollution and congestion, improving landscape and townscape setting. It is assumed Wokingham's Freight Strategy will have a positive effect on landscape and townscape, however, these interventions are currently unclear and therefore the scale of effects cannot be established at this time.
SA11: Historic Environment	+	L	I	L	I	P	LT	Poor air quality contributes to the increased degradation of heritage assets. An increase in use of cargo bikes will likely lead to a reduction in traditional fossil fuel powered freight transportation methods, and therefore an improvement in air quality. It is assumed Wokingham's Freight Strategy will similarly have a positive effect on air quality, however, these interventions are currently unclear and therefore the scale of effects cannot be established at this time.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA15: Health	+	L	I	L	R	P	LT	Minor positive effects on health are identified as these interventions are anticipated to improve local air quality, and therefore the health of local populations, particularly those living close to heavily used routes. Poor air quality is a known factor exacerbating respiratory illnesses, therefore any improvements to air quality through use of cargo bikes instead of traditional fossil fuel powered freight transportation methods reduce this health risk. Additionally, the use of cargo bikes has potential to result in improved physical health for those delivering this service. It is assumed Wokingham's Freight Strategy will have a positive effect on air quality and therefore human health, however, these interventions are currently unclear and therefore the scale of effects cannot be established at this time.
SA16: Economy and Employment	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects on economy and employment have been identified as a transition to cargo bikes will provide new job opportunities, but also impact the traditional freight industry. The measures within the Wokingham Freight Strategy are currently unclear and therefore the magnitude and nature of effects cannot be established at this time.

Objective	Freight							
Policy Action	Update the Freight Strategy for the borough Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Potential Cumulative / Synergistic Effects	**SA4:** Potential positive cumulative effects on biodiversity as a result of reduced disturbance and improved air quality. **SA6/SA7:** Potential positive cumulative effects on air quality resulting from a reduction in the use of fossil fuel powered transport. **SA9:** Potential positive cumulative effects resulting from a reduction in freight noise. **SA10:** Potential positive cumulative effects on landscape and townscape through reduced noise disturbance and improvements to landscape and townscape setting. **SA11:** Potential positive cumulative effects on historic environment as a result of reduced degradation to heritage assets from poor air quality. **SA15:** Potential positive cumulative effects on health as a result of improved air quality and the potential for improved physical health resulting from bike use. **SA16:** Potential positive cumulative effects on economy and employment, improving employment opportunities for cargo bike providers.							
Mitigation and Enhancement Measures	**SA6:** Measures should be taken to improve cycle infrastructure within the town centre to allow for cargo bike accessibility.							
Recommendations	The Wokingham Freight Strategy should identify measures of reducing road freight and implement sustainable fuelled road freight within the Borough. It is recommended that active travel route provisions are made to segregate cargo bikes from vehicular traffic.							

Operational Maintenance

Table D-11 - Assessment of Operational Maintenance Policies

Objective	Operational Maintenance							
Policy Action	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 Identify a priority network of pedestrian and cycle routes and ensure a maintenance management plan is in place							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	+	M	D	L	I	P	LT	Minor positive effects are anticipated as implementing maintenance is anticipated to reduce the requirements for additional materials required for new developments. Additionally, it is anticipated that there may be reductions in waste as a result of reducing reactive works.
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+	L	I	L	R	T	ST	Minor positive effects are anticipated as improving maintenance activities to reduce reactive works has the potential to reduce the construction related air quality impacts.
SA7: Greenhouse Gases	+	M	I	L	R	T	ST	Positive effects are anticipated as implementing a maintenance management plan has the potential to reduce the construction related GHG emissions.
SA8: Climate Resilience	++	M	D	L	I	P	LT	Significant positive effects have been identified for this policy and actions. There is potential that implementing a maintenance plan will incorporate measures to mitigate climate change effects on Wokingham's transport network, helping to build resilience to potential impacts from climate change.
SA9: Noise	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects are anticipated as it is not known at this stage 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	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA11: Historic Environment	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	?	N/A	N/A	N/A	N/A	N/A	N/A	It is currently uncertain if the maintenance programme will include retrofitting or upgrading flood risk resilience measures, such as the implementation of SuDS. This is likely to be determined during the development of the Maintenance Management Plan and individual schemes arising from this Plan.

Objective	Operational Maintenance							
Policy Action	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 Identify a priority network of pedestrian and cycle routes and ensure a maintenance management plan is in place							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA14: Population	+	L	I	L	R	P	MT	Minor positive effects have been identified for population as there is potential that identifying the priority network for pedestrian and cycle route maintenance may ensure that routes are of high quality and maintain access for the local community. This includes the potential for improving the accessibility for disabled users who may require wider routes. Additionally, there is potential that this may improve the network for future generations.
SA15: Health	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA16: Economy and Employment	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects are anticipated as it is not known at this stage if improving maintenance activities and aligning improvement schemes with maintenance programmes will result in an increase or decrease in employment within the Borough.
Potential Cumulative / Synergistic Effects	**SA2:** Potential positive cumulative effects arising from a reduction in waste. **SA6:** Potential positive cumulative effects from improved air quality. **SA7:** Potential positive cumulative effects from the reduction of construction GHG emissions. **SA8:** Potential positive cumulative effects on climate resilience arising from incorporating climate resilience measures. **SA9:** Potential negative cumulative effects arising from noise if construction is to occur on multiple developments simultaneously. **SA13:** Potential positive cumulative effects on flooding as a result of improved drainage measures, if implemented across multiple developments. **SA14:** Potential positive cumulative effects on population as a result of maintaining connectivity and improving the pedestrian network for future generations. **SA16:** Potential positive effects to employment if multiple developments are to occur simultaneously.							
Mitigation and Enhancement Measures	**SA14:** Development to pedestrian and active travel networks should incorporate designing out crime principles. **SA4:** Consideration needs to be given to the potential effects of construction of developments (noise, vibration and air pollution) on biodiversity, including designated sites. In addition, a lighting strategy should be prepared to minimise light spill onto retained or newly created habitat features. **SA1/SA4/SA5/SA10/SA11:** Well maintained active travel routes could present opportunities to enhance habitat, ecological networks through habitat creation and improve the quality of visual amenity of the landscape and heritage assets by managing public access to or from the historic features within Wokingham. **SA8/SA13:** Sustainable urban drainage solutions should also be incorporated into design to further increase resilience to flooding and climate change. **SA2:** The reuse of existing materials should be done so under conditional circumstances, including contamination assessments.							
Recommendations	There are no category specific recommendations identified.							

Infrastructure Delivery

Table D-12 - Assessment of Infrastructure Delivery Policies

Objective	Infrastructure Delivery							
Policy Action	Ensure the timely delivery of necessary infrastructure required to support new development Develop and maintain a current list of schemes that have been identified from all sources. Align the delivery of improvement schemes with the maintenance programme Increase the use of lower carbon materials in construction and highway maintenance Test and trial measures that support LTP objectives and reduce maintenance Implement the Electric Vehicle Charging Strategy Collaborate with the other Berkshire authorities to coordinate shared transport matters, focusing on strategic opportunities, securing funding, and ensuring coordinated transport delivery. Continue to seek and respond to Government and other capital and revenue funding opportunities to maintain and improve our transport and active travel networks Maintain dialogue with our neighbouring authorities for active and sustainable travel and, if appropriate, general traffic							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	+/-	M	D	L	I	P	LT	Mixed positive and negative effects have been identified for materials and waste as there is potential for new infrastructure and maintenance to utilise additional materials and create waste. However, the use of low carbon materials in construction and highways maintenance may contribute to encouraging the sustainable use of materials.
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	+/-	M	D/I	L	R/I	P	LT	There are anticipated positive effects on biodiversity through encouraging the use of electric vehicles, therefore improving air quality and reducing noise emissions, minimising disturbance and degradation on local habitats and species. This is particularly likely to affect small mammals living in hedgerow and habitats bordering priority corridors. However, there is potential for small scale loss of habitats if land take is required to facilitate new infrastructure delivery. Mixed positive and negative effects have therefore been identified.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	+	M	D	L	R	P	MT	Minor positive effects are anticipated as a result of implementing the Electric Vehicle Charging Strategy, encouraging the use of electric vehicles. This is likely to reduce the number of petrol and diesel vehicles on the roads and therefore improving air quality throughout Wokingham.
SA7: Greenhouse Gases	+	M	D	L	R	P	MT	Positive effects are anticipated through the encouragement of electric vehicle infrastructure, further encouraging the use of electric vehicles. This is likely to reduce the use of petrol and diesel in the Borough, reducing the production of GHGs from the transport network.
SA8: Climate Resilience	+	L	I	L	I	P	LT	Minor positive effects have been identified as a result of increasing the use of lower carbon material. This has potential to reduce the levels of embodied carbon within highways developments and maintenance.

Objective	Infrastructure Delivery							
Policy Action	Ensure the timely delivery of necessary infrastructure required to support new development Develop and maintain a current list of schemes that have been identified from all sources. Align the delivery of improvement schemes with the maintenance programme Increase the use of lower carbon materials in construction and highway maintenance Test and trial measures that support LTP objectives and reduce maintenance Implement the Electric Vehicle Charging Strategy Collaborate with the other Berkshire authorities to coordinate shared transport matters, focusing on strategic opportunities, securing funding, and ensuring coordinated transport delivery. Continue to seek and respond to Government and other capital and revenue funding opportunities to maintain and improve our transport and active travel networks Maintain dialogue with our neighbouring authorities for active and sustainable travel and, if appropriate, general traffic							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA9: Noise	+	M	D	L	R	P	LT	Minor positive effects are anticipated as a result of implementing the electric vehicle charging strategy, encouraging the use of electric vehicles, which is likely to reduce the number of petrol and diesel vehicles on the roads, therefore reducing traffic noise.
SA10: Landscape and Townscape	+	L	I	L	R	P	LT	Providing electric vehicle charging and therefore indirectly encouraging the use of electric vehicles is likely to reduce the number of petrol and diesel vehicles on the roads, therefore resulting in indirect positive effects upon the landscape of the Borough due to a reduction in noise pollution.
SA11: Historic Environment	+	L	I	L	R	P	LT	Poor air quality contributes to the increased degradation of heritage assets. Indirectly, positive effects are anticipated for the historic environment through improvements to air quality.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	+	M	I	R	R	P	LT	Minor positive effects have been identified as this policy provides improved electric charging infrastructure. It is anticipated that this will improve charging for residents without access to a personal charger for an electric vehicle. However, this might not benefit all social groups as many, particularly low-income groups, cannot afford electric vehicles and will therefore be excluded from this provision. Additionally, collaborating with other authorities to deliver transport and active travel may help to improve access across the Borough and neighbouring authorities, providing improved infrastructure for future generations.
SA15: Health	+	L	I	R	R	P	LT	Minor positive effects on health are identified as encouraging the use of electric vehicles is anticipated to improve local air quality, and therefore the health of local populations, particularly those living close to heavily used routes. Poor air quality is a known factor exacerbating respiratory illnesses, therefore any improvements to air quality reduce this health risk.
SA16: Economy and Employment	+	M	I	R	R	P	LT	Collaborating with neighbouring local authorities to deliver transport and active travel may help to improve access both within Wokingham and the wider region, providing improved economic links and links to wider employment opportunities. Minor positive effects have therefore been identified.

Objective	Infrastructure Delivery							
Policy Action	Ensure the timely delivery of necessary infrastructure required to support new development Develop and maintain a current list of schemes that have been identified from all sources. Align the delivery of improvement schemes with the maintenance programme Increase the use of lower carbon materials in construction and highway maintenance Test and trial measures that support LTP objectives and reduce maintenance Implement the Electric Vehicle Charging Strategy Collaborate with the other Berkshire authorities to coordinate shared transport matters, focusing on strategic opportunities, securing funding, and ensuring coordinated transport delivery. Continue to seek and respond to Government and other capital and revenue funding opportunities to maintain and improve our transport and active travel networks Maintain dialogue with our neighbouring authorities for active and sustainable travel and, if appropriate, general traffic							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Potential Cumulative / Synergistic Effects	**SA2:** Potential positive cumulative effects arising from the sustainable use of materials. **SA2:** Potential negative cumulative effects as a result of waste from construction. **SA4:** Potential positive cumulative effects through reduced disturbance on local biodiversity. **SA4:** Potential negative cumulative effects as a result of loss of biodiversity arising from land take. **SA6:** Potential positive cumulative effects from improved air quality and encouragement of modal shift. **SA7:** Potential positive cumulative effects through encouraging a modal shift, reducing GHG emissions. **SA9:** Potential positive cumulative effects on noise through reduced vehicle noise. **SA10:** Potential positive cumulative effects on the setting of landscape and townscapes through reduced vehicle noise. **SA11:** Potential positive cumulative effects on historic environment through reduced degradation and improved setting. **SA14:** Potential positive cumulative effects, providing infrastructure for future generations and improving access throughout the Borough and wider region. **SA15:** Potential positive cumulative effects upon health as a result of improved air quality. **SA16:** Potential positive cumulative effects on economy as a result of improving connectivity within the Borough and wider region, providing employment opportunities.							
Mitigation and Enhancement Measures	**SA2:** Where possible, circular economy principles should be utilised to avoid waste from construction and maintenance activities. **SA2/SA3:** Where possible, development should utilise existing brownfield land.							
Recommendations	No recommendations have been identified for this policy.							

Local and Strategic Road Network

Table D-13 - Assessment of Local and Strategic Road Network Policies

Objective	Local and Strategic Road Network							
Policy Action	Reduce the dominance of vehicles in urban centres and residential areas in affected local communities Wokingham town centre signing review and refresh Consider Introducing a car parking management and information system in Wokingham town centre Develop a Car Sharing Strategy Enable and support events that celebrate our heritage and culture and support vitality of rural villages Maintain safe and efficient access to the M4 and A329(M) Encourage and support National Highways to reduce noise and air pollution from the M4							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA2: Materials and Waste	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as there is potential for construction works associated with maintaining safe and efficient access to the M4 and A329(M). This has the potential to be resource intensive and produce waste.
SA3: Soils	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as there is potential for construction works associated with maintaining safe and efficient access to the M4 and A329(M). This has the potential to require land take.
SA4: Biodiversity	+/-	L	D/I	L	R/I	P/T	ST/LT	It is likely that improving air quality and reducing noise emissions will have a positive effect on biodiversity, through minimising disturbance and degradation on local habitats and species. However, potential construction to maintain safe and efficient access to the M4 and A329 (M) may result in in short term disturbance to habitats and species during construction. Any land take required for maintenance may also result in loss of biodiversity. Mixed positive and negative effects have therefore been identified.
SA5: Green Infrastructure	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA6: Air Quality	++	H	D/I	R	R	P	LT	It is likely that this policy will reduce air pollution from the M4 and other key highways through the Borough, and therefore improve air quality in the Borough. Additionally, this policy encourages car sharing, which is anticipated to encourage a modal shift away from private vehicles, improving air quality within the Borough. 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. There is also potential for this to contribute to improved air quality within AQMAs. Significant positive effects have therefore been identified.
SA7: Greenhouse Gases	+	M	I	L	R	P	LT	There is a potential for reduction in GHGs within Wokingham as a result of encouraging a modal shift away from private vehicles, reducing the number of vehicles on the Borough's roads and therefore reducing GHG emissions within the Borough.
SA8: Climate Resilience	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Objective	Local and Strategic Road Network							
Policy Action	Reduce the dominance of vehicles in urban centres and residential areas in affected local communities Wokingham town centre signing review and refresh Consider Introducing a car parking management and information system in Wokingham town centre Develop a Car Sharing Strategy Enable and support events that celebrate our heritage and culture and support vitality of rural villages Maintain safe and efficient access to the M4 and A329(M) Encourage and support National Highways to reduce noise and air pollution from the M4							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA9: Noise	+	M	I	L	R	P	LT	There is potential that this policy will result in minor positive effects as a result of reducing noise pollution from the M4 and other congested routes through reducing vehicle dominance within urban and residential areas.
SA10: Landscape and Townscape	+/-	L	D/I	L	R	P	LT	There is potential for construction works associated with maintaining safe and efficient access to the M4 and A329(M). Construction work has the potential to degrade the landscape setting. However, encouraging the transition from private vehicle use, particularly reducing the dominance of vehicles in urban centres has the potential to reduce vehicle presence, noise, and improve the area setting. It is also likely to result in enhancements to the townscape of town centres.
SA11: Historic Environment	+/-	L	D/I	L	R	P	LT	There is potential for construction works associated with maintaining safe and efficient access to the M4 and A329(M). Construction work has the potential to degrade the setting of local heritage assets. However, reducing vehicle use and therefore reduce vehicle emissions, improving the air quality has potential to reduce the degradation of heritage assets in the Borough. Additionally, reducing vehicle dominance has potential to improve the setting of local heritage assets.
SA12: Water Quality	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA13: Flooding	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA14: Population	+/-	H	D/I	R	R/I	P	LT	Mixed positive and negative effects have been identified as the maintenance of access to M4 and A329 (M) has potential to contribute to connectivity within Wokingham and the wider region, providing infrastructure for current and future populations. Improving signage within the Borough may also contribute to improved wayfinding and connectivity in the Borough. The support of events to celebrate and support rural villages has potential to result in improved community cohesion within the Borough and support local identities. Additionally, there are also anticipated to be positive effects arising from car sharing initiatives as this may contribute to improving access for those without access to a private car. However, there is potential for car sharing to be intimidating to some users, for example those with disabilities or from minority groups. There is potential for car parking management to result in changes to parking within the Borough which may alter the accessibility of some facilities and services for those who rely on a private vehicle for access. However, this is likely to be determined by the individual strategy once it is developed.

Objective	Local and Strategic Road Network							
Policy Action	Reduce the dominance of vehicles in urban centres and residential areas in affected local communities Wokingham town centre signing review and refresh Consider Introducing a car parking management and information system in Wokingham town centre Develop a Car Sharing Strategy Enable and support events that celebrate our heritage and culture and support vitality of rural villages Maintain safe and efficient access to the M4 and A329(M) Encourage and support National Highways to reduce noise and air pollution from the M4							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA15: Health	+	M	D/I	L	I	P	LT	Improving the safety of access to the M4 and A329 (M) is likely to reduce the number of accidents and those Killed Seriously Injured (KSI) on this route, improving user safety. Additionally, improvements to air quality are likely to improve health for those living close to these routes.
SA16: Economy and Employment	+	M	D/I	L	R	P	LT	Minor positive effects have been identified as maintenance of access to M4 and A329 (M) has potential to allow ensure the connectivity of communities to employment opportunities within the Borough. Additionally, enabling and supporting local events that support vitality of rural villages are anticipated to have a potential positive effect on local economy and employment through encouraging visitors and investment in rural communities.
Potential Cumulative / Synergistic Effects	**SA4:** Potential positive cumulative effects through reduced disturbance on local biodiversity. **SA4:** Potential negative cumulative effects as a result of loss of biodiversity arising from land take. **SA6:** Potential positive cumulative effects from improved air quality and encouragement of modal shift. **SA7:** Potential positive cumulative effects through encouraging a modal shift, reducing GHG emissions. **SA9:** Potential positive cumulative effects on noise through reduced vehicle dominance. **SA10:** Potential positive cumulative effects on the setting of landscape and townscapes through reduced vehicle dominance. **SA10/SA11:** Potential negative cumulative effects on setting due to construction activities. **SA11:** Potential positive cumulative effects on historic environment through reduced degradation and improved setting. **SA14:** Potential positive cumulative effects, providing infrastructure for future generations and improving access throughout the Borough. **SA14:** Potential negative cumulative effects as a result of changes to access for those intimidated by public transport or private car use. **SA15:** Potential positive cumulative effects upon health as a result of reductions to the number of accidents and KSI. **SA16:** Potential positive cumulative effects on economy as a result of improving connectivity within the Borough and local economies.							
Mitigation and Enhancement Measures	**SA2/SA3:** Where possible, development should utilise existing brownfield land. **SA2:** Where possible, circular economy principles should be utilised to avoid waste from upgraded active travel developments. **SA10/SA11:** Any construction works should outline mitigation measures to minimise effects on the landscape and heritage assets through a CEMP. **SA14:** Prior to the implementation of the car parking management system, a scheme specific EqIA should be undertaken to ensure access is maintained for all protected characteristic groups.							
Recommendations	Noise improvements and air quality improvements should be initially targeted to those areas with poor air quality and high noise levels, including AQMAs and NIAs.							

Design Guidance, Promotions and Monitoring

Table D-14 - Assessment of Design Guidance, Promotions and Monitoring Policies

Objective	Design Guidance, Promotions and Monitoring							
Policy Action	Update of Wokingham Borough Council Living Streets design guidance Require developers to conform with Living Streets design guide and principles (or any successor document) Promote My Journey for Travel Plans and monitoring of travel impacts for all new developments to ensure modal shift Develop My Journey activities to ensure continual effectiveness in promoting sustainable, safe and active travel for all							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA1: Natural Capital	+	L	D	L	R	P	LT	Minor positive effects are anticipated due to the implementation of Living Streets Design principles in new developments increasing the provision of green space through the implementation of parklets and well designed community spaces.
SA2: Materials and Waste	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA3: Soils	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SA4: Biodiversity	+	L	D/I	L	R	P	LT	Minor positive effects are anticipated due to the implementation of Living Streets Design principles in new developments increasing green space through parklets, increasing available habitats and biodiversity in the Borough. Living Streets Design principles also encourage a modal shift away from vehicle use, and the implementation of lower speed limits, improving air quality and reducing noise emissions, minimising disturbance and degradation on local habitats and species. This is particularly likely to affect small mammals living in hedgerow and habitats bordering priority corridors.
SA5: Green Infrastructure	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified for green infrastructure as it is uncertain if there are opportunities for the new design principles to include green infrastructure measures.
SA6: Air Quality	+	M	D/I	L	R	P	LT	Minor positive effects are anticipated due to the implementation of Living Streets Design principles, as well as promoting My Journey encouraging a modal shift away from private vehicle use, and the implementation of lower speed limits, improving air quality in the vicinity of new developments.
SA7: Greenhouse Gases	+	M	D/I	L	R	P	LT	Minor positive effects are anticipated due to the implementation of Living Streets Design principles in new developments, as well as implementing My Journey, encouraging a modal shift away from fossil fuel based vehicle use, and the implementation of lower speed limits. This leads to a reduction in GHG emissions in the vicinity of new developments.
SA8: Climate Resilience	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is uncertain if there are opportunities for the living streets design principles to include climate resilience measures within development, such as the inclusion of SuDS.
SA9: Noise	+	L	I	L	R	P	LT	Minor positive effects are anticipated due to the implementation of Living Streets Design principles in new developments, as well as My Journey implementation, encouraging a modal shift away from vehicle use and encouraging active travel, reducing the number of vehicles in the local area of the new developments and therefore reducing noise.

Objective	Design Guidance, Promotions and Monitoring							
Policy Action	Update of Wokingham Borough Council Living Streets design guidance Require developers to conform with Living Streets design guide and principles (or any successor document) Promote My Journey for Travel Plans and monitoring of travel impacts for all new developments to ensure modal shift Develop My Journey activities to ensure continual effectiveness in promoting sustainable, safe and active travel for all							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
SA10: Landscape and Townscape	+	M	D/I	L	R	P	LT	Minor positive effects are anticipated due to the implementation of Living Streets Design principles in new developments, reducing street clutter and increasing the green space and improving the local townscape. The implementation of both Living Streets and My Journey also encourages a modal shift away from vehicle use, reducing the number of vehicles on the roads, likely to result in indirect positive effects upon the landscape setting of the Borough due to a reduction in noise pollution.
SA11: Historic Environment	+	L	I	L	R	P	LT	Poor air quality contributes to the increased degradation of heritage assets. Minor positive effects are anticipated as this policy and actions contribute to encouraging a modal shift away from private car use, improving air quality, and therefore reducing degradation of heritage assets local to the new developments.
SA12: Water Quality	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is uncertain if there are opportunities for the new living streets design principles to include water quality guidance, improving water quality within the Borough.
SA13: Flooding	?	N/A	N/A	N/A	N/A	N/A	N/A	Uncertain effects have been identified as it is uncertain if there are opportunities for the living streets design guidance to include flooding guidance, such as the inclusion of SuDS, reducing flood risk within the Borough.
SA14: Population	++	M	D	R	R	P	LT	Significant positive effects are anticipated as Living Streets Design principles include the removal of street clutter and pavement parking to allow inclusive access to all population groups. Encouraging active travel and improving active travel provision also increases social cohesion, for example encouraging multiple families to walk to school together.
SA15: Health	++	M	D	R	R	P	LT	Significant positive effects are anticipated as Living Streets Design principles and My Journey encourage active travel and increases the accessibility of exercise for residents in new developments. Additionally, Living Streets principles include the removal of street clutter and pavement parking to allow access to those with pushchairs or in wheelchairs to access local facilities, including healthcare facilities.
SA16: Economy and Employment	+	L	I	R	R	P	LT	Minor positive effects are anticipated as Living Streets Design principles include the removal of street clutter and pavement parking to allow inclusive access to local employment opportunities for all population groups.

Objective	Design Guidance, Promotions and Monitoring							
Policy Action	Update of Wokingham Borough Council Living Streets design guidance Require developers to conform with Living Streets design guide and principles (or any successor document) Promote My Journey for Travel Plans and monitoring of travel impacts for all new developments to ensure modal shift Develop My Journey activities to ensure continual effectiveness in promoting sustainable, safe and active travel for all							
SA Objective	**Significance**	**Magnitude**	**Nature of effect**	**Spatial Extent**	**Reversibility**	**Permanence**	**Duration**	**Description of potential Effects**
Potential Cumulative / Synergistic Effects	**SA1:** Potential positive cumulative effects upon natural capital through the increased provision of green space. **SA4:** Potential positive cumulative effects upon biodiversity through increased habitat provision and reduced disturbance to habitats and species. **SA6/SA7:** Potential positive cumulative effects, encouraging a modal shift away from private car use. **SA9:** Potential positive cumulative effects on noise through reduced numbers of private vehicles on the Borough's roads. **SA10:** Potential positive cumulative effects through improvement to landscape and townscape setting and public realm improvements. **SA11:** Potential positive cumulative effects through reduced degradation of heritage assets. **SA14:** Potential positive cumulative effects on population, improving inclusive access and social cohesion. **SA15:** Potential positive cumulative effects on health as a result of encouraging active travel and improving air quality. **SA16:** Potential positive cumulative effects on economy through improving inclusive access to employment.							
Mitigation and Enhancement Measures	No mitigation or enhancement measures have been identified for this policy.							
Recommendations	It is recommended that the inclusion of green infrastructure is implemented within design principles, providing benefits across green infrastructure, water quality, and flood risk.							

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