Wokingham Borough Council

# Local Transport Plan 2025: Connecting People and Places

Sustainability Appraisal Report

Wokingham Borough Council

# Local Transport Plan 2025: Connecting People and Places

Sustainability Appraisal Report

**Type of document (version) Public**

**Project no. 70102232**

**Date: January 2025**

WSP

Matrix House
Basing View
Basingstoke, Hampshire
RG21 4FF

Phone: +44 1256 318 800

WSP.com

# Quality control

| Issue/revision | First issue | Revision 1 | Revision 2 | Revision 3 |
|---|---|---|---|---|
| Remarks | Draft Report | Revisions from Scrutiny | Post Consultation Updates | |
| Date | September 2023 | October 2023 | January 2025 | |
| Prepared by | Charlotte Town | Charlotte Town | Keri Sheppard | |
| Signature | | | | |
| Checked by | Helen Kemm / Katie Dean | Helen Kemm / Katie Dean | Charlotte Town | |
| Signature | | | | |
| Authorised by | Mabel Munoz-Devesa | Mabel Munoz-Devesa | Alastair Peattie | |
| Signature | | | | |
| Project number | 70102232 | 70102232 | 70102232 | |
| Report number | | | | |
| File reference | | | | |

# Contents

# Tables

# Figures

# Appendices

Appendix A

SEA Compliance Checklist

Appendix B

Consultation Comments

Appendix C

Scoping Report, SEA Policy Review and Baseline Information

# WSP

Appendix D

Assessment of LTP Policies

Appendix E

Equalities Impact Assessment

# 1  Introduction

## 1.1  About this Report

1.1.1.  This Sustainability Appraisal (SA) has been prepared to support Wokingham Borough Council's **Local Transport Plan 2025: Connecting People and Places**.

1.1.2.  The Local Transport Plan (LTP) sets out the approach for transport across Wokingham borough for the next 10-15 years. This is the fourth publication of the council's Plan and replaces its third LTP which was written in 2011. The development of the Plan is based on extensive analysis and research, engagement with members, officers and stakeholders, best practice and feedback received at public consultation.

1.1.3.  The LTP has been developed to contribute to the council's work to strengthen the building blocks of health for everyone in the borough, with a focus on those with the greatest need and the worst outcomes, to help ensure that everyone in the borough has the opportunity to thrive. Research has shown that investing in transport networks to create opportunities to walk, cycle, get around in wheelchairs and use public transport for the things people do every day can help local shops, schools and healthcare, and improve access to social spaces such as parks and leisure centres. People that cycle to work are generally healthier and living longer than those who commute by car, and those who walk to work and cycling commuters also have lower rates of heart disease.

1.1.4.  The plan has an emphasis on providing opportunities for everyone to access services and employment, increase physical activity and shape the quality of the places where they live.

1.1.5.  A Sustainability Appraisal (SA) is a systematic process used during the preparation of the LTP. It assesses how well the emerging plan meets environmental, economic, and social objectives compared to reasonable alternatives. This process helps identify ways to improve conditions and mitigate potential adverse effects, ensuring the plan's proposals are appropriate. Through the Strategic Environmental Assessment (SEA) process - that evaluates the environmental impact of plans, programmes and strategies - it tests the evidence supporting the plan and demonstrates how the tests of soundness are met, serving as an iterative tool in plan development. It ensures that sustainability aspects are incorporated into the LTP.

1.1.6.  The SEA is prepared alongside an Equalities Impact Assessment (EqIA) and Habitats Regulations Assessment (HRA). More detail on the SEA methodology is provided in **Section 3**.

1.1.7.  An Environmental Report has been published alongside the LTP. It includes the following:

- Assessment of visions, objectives, and policies;
- Assessment of reasonable alternatives;
- Assessment of cumulative effects;
- Outlining initial mitigation and enhancement measures;

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 1 of 60

- Outlining recommendations; and
- Setting out next steps.

1.1.8.  See **Section 3.2** for the full description of SEA stages.

## 1.2 Overview of the LTP

1.2.1.  Wokingham borough is an affluent area, ranked as the second least deprived local authority in England. In 2021, the borough had a population of 177,500. Between 2011 and 2021, the population grew by 15%, making it the third highest growth rate in the South East (average 7.5%) and one of the highest in England (average 6.3%). In 2021, 17% of the population were aged 65 and over, compared to the South East average of 19.4% and the England average of 18.6%.

1.2.2.  A growing population can increase demand on the transport system. Whilst helping to support public transport, it can also have negative impacts with more traffic congestion, noise and air pollution having undesirable impacts on health and the quality of the local environment.

1.2.3.  Transport plays a significant role in creating a successful economy whilst also enabling residents to access a range of services and amenities. Travel itself is not a bad thing. Nor is using cars. The problem is often how people travel, the barriers to independent travel that are experienced by some in the borough and which result in differences in opportunities to thrive, and the negative impacts on everyone if people use cars too much for journeys that could instead be made by foot, wheeling (by which we mean those using wheelchairs, mobility scooters, walking frames, prams or buggies), cycling or using public transport. The LTP therefore has an emphasis on providing opportunities for all to access services and employment, increase physical activity and shape the quality of the places.

1.2.4.  Helping everyone to thrive in Wokingham is at the core of transport planning and policy making; these are themes running through the LTP.

1.2.5.  Work to understand travel patterns, trends and emerging opportunities in the borough, combined with public consultation and engagement with local and regional stakeholders has been used to inform the LTP. Changes to the transport system provide an opportunity to improve health and opportunities, support independent travel *and* reduce the negative impacts of air pollution, noise and road traffic collisions that are primarily caused by private motor vehicles.

1.2.6.  Opportunities for sustainable travel, however, differ between areas in the borough. In urban areas there will be more scope to encourage active travel as more amenities are already within walking or cycling distance. In more rural areas there may be scope to improve public realm and cycle parking at key centres, while continuing the development of greenways

1.2.7.  Transport policy needs to strike the right balance between improving people's quality of life, supporting the economy and reducing the environmental impacts of transport. At the same

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 2 of 60

**wsp**

time, programme and scheme delivery is subject to grant funding, which is limited, so the council needs to be mindful and realistic when making any form of investment decision.

1.2.8. The Council declared a climate emergency in 2019 and has committed to doing as much as possible to achieve carbon neutrality by 2030. Significant changes in travel behaviour and an increase in zero emission vehicles- and at a faster rate than that observed to date - will be required to get to carbon neutrality.

1.2.9. Key opportunities and challenges include:

- Improving opportunities for active travel to reduce the need for car and vehicle dependency for short distance journeys.
- Improving community infrastructure and services amongst rural settlements with dispersed catchment populations, whilst aiming to maintain the viability and vitality of services in villages.
- Managing road congestion and promoting different transport and travel choices.
- Improving air quality.

1.2.10. The LTP sets the policy framework for and is aligned with other Council plans and strategies, such as the Climate Emergency Action Plan, Community Vision 2035, Local Plan and Council Plan, and national and regional strategies such as the Transport Strategy and Strategic Investment Plan of our sub-national Transport Body, Transport for the South East (TfSE).

1.2.11. The LTP is supplemented by several detailed strategies for different forms of transport, such as the Bus Service Improvement Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP), Rights of Way Improvement Plan (RoWIP), Freight Management Strategy and the Electric Vehicle Charging Strategy. Some of these have been produced ahead of the adoption of the LTP, whilst others are due to follow in the coming years.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 3 of 60

# 2 Local Transport Plan

## 2.1 Background

2.1.1. The current WBC LTP3 and associated SEA were approved in 2011. The emerging LTP provides the key mechanism for expressing how transport interventions will help WBC to achieve its vision and Strategic Objectives.

## 2.2 LTP Vision, Themes and Objectives

2.2.1. The LTP Vision is to connect people and places. It has been developed from existing national, regional and local policies to support local priorities.

2.2.2. The LTP has three key themes to deliver local priorities:

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

2.2.3. The LTP has nine objectives, three for each of the vision themes described above; these are listed as:

- Support sustainable transport initiatives to enhance health and wellbeing.
- Ensure safer streets for all
- Enable and increase active travel in towns by 2030
- Support the transition to carbon neutrality
- Ensure clean air and eliminate all air quality exceedances.
- Develop high-quality travel corridors
- Foster thriving villages and rural centres
- Maintain a well-functioning transport network that benefits everyone
- Protect and enhance strategic connectivity

2.2.4. To achieve these objectives, the LTP proposes actions and policies, these have been outlined in **Table 2-1**.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 4 of 60

**Table 2-1 - LTP Actions and Policies**

| POLICY | ACTION: WHAT WE WILL DO | TERM |
|---|---|---|
| **HEALTH AND WELLBEING** | | |
| Enable and support the council's ambition to reduce avoidable and unfair differences in people's health and wellbeing in the Borough. | Recognising that transport is a key building block of our health and wellbeing that can help people in Wokingham to thrive, we will ensure our activities strengthen our transport system for everyone in Wokingham, with a particular focus on those who are least able to access or benefit from it currently, and who may disproportionately experience negative impacts of transport. This approach will contribute to the Council's work to become a 'Marmot Borough' and reduce unfair and avoidable differences in wellbeing that exist in our communities. | Short/ Medium |
| Support the Community Vision 2035 and Council Plan for Wokingham Borough to become a great place to live, learn, work and grow and a great place to do business | The prioritisation of transport schemes and initiatives will include consideration of the level of contribution each activity makes towards the Council Plan and community vision. | Short/ Medium |
| Adopt the Healthy Streets approach to all new schemes | All new schemes must demonstrate how street layouts and public realm satisfy the ten Key Healthy Streets Indicators, which are: Pedestrians from all walks of life; People choose to travel by active means (including walking and cycling) and use public transport; Clean air; People feel safe; Not too noisy; Easy to cross; Places to stop and rest; Shade and shelter; People feel relaxed; Things to see and do. | Short/ Medium |
| **SAFER STREETS FOR ALL** | | |
| Develop a Vision Zero Action Plan | We will adopt the principles of Vision Zero, a multidisciplinary approach that brings together stakeholders such as transportation professionals, policymakers, public health officials, police, and community members to reduce traffic fatalities and severe injuries. It is based on the belief that no death or serious injury is acceptable on roads. It is also known as the Safe System approach which has five pillars: Safe roads; Safe speeds; Safe vehicles; Safe road use; and Post-crash care, meaning improved collision investigation, enabling us to learn from crashes and prevent the mistakes of the past. | Short/ Medium |
| Implement passive and active traffic speed controls to enforce and manage traffic speeds outside urban areas | Where a need for such measures is indicated in accident statistics or supported with evidence, we will look to introduce measures to maintain and improve road safety for all users. | Short/ Medium |
| Implement 20mph speed limits where a need has been evidenced | The council will support and assist the delivery of 20mph speed limits where evidenced, recognising the contribution of such measures to enable safe, healthy, equitable mobility for all. | Short/ Medium |
| **ENVIRONMENTAL IMPACTS** | | |
| Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality | The council has designated several areas as Air Quality Management Areas (AQMAs) due to poor air quality. Removing air quality exceedances in current AQMAs is a short-term priority for the LTP. We will help to deliver Air Quality Action Plans (AQAPs) to reduce air pollution and improve health and wellbeing. We will seek to use traffic engineering techniques that are cost-effective and have a short implementation period to achieve reductions in air quality. We will consider options to implement traffic management to improve the speed and efficiency of existing traffic volumes and - where appropriate - reduce traffic volumes. We will ensure these measures are affordable and feasible, and achieve a balance between improved traffic flow and environmental benefits. | Medium |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 5 of 60

| **DIGITAL ACCESS** | | |
|---|---|---|
| Support the development and delivery of a one-stop-shop for travel information and to plan journeys | The council will learn from the experiences of Solent Transport with its Breeze app. We will work with partners to support the development of a similar product (website or mobile phone app) and will encourage and link to partner organisations with similar offerings. | Long |
| **ACCESS FOR ALL** | | |
| Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability. | The council will work with our partners to reduce or remove these travel restrictions, where agreed with operators, to enable independent travel for work, education, health, leisure and social purposes. | Short |
| Support and promote volunteer services to enable independent travel by those with a physical or mobility disability. | The council will seek opportunities to extend and where possible support volunteer service providers to increase the scope of their services for health, leisure and social purposes. | Short/ Medium |
| Relaunch training on how to use buses and trains for those with a disability and mobility impairment | We will continue to promote the existing service provided by our partner Optalis. We will look to expand it to support eligible individuals as and when funding becomes available. | Short |
| Provide measures that support and enable independent travel for all | The council will identify opportunities to provide capital-funded infrastructure, such as surfaced footways and cycle routes, to every bus stop to enable independent travel by all. We will encourage public transport operators to provide visual and audible announcements on all trains and buses and work with train operators to improve accessibility at all stations. We will increase education and raise awareness for transport providers around specific groups e.g. those with learning difficulties and those people with autism. We will also review our bus stop policy to ensure the needs of all users are fully considered. | Medium |
| Provide travel safety guidance and advice for women, carers, minorities and children | We will provide a travel guide for women, carers and minorities to inform them of their travel options and consider these needs in our service delivery. | Short/ Medium |
| Enable My Journey to become a contact point for all travel and transport advice to support and enable independent travel | We will extend the service provided by My Journey to include travel and transport advice and information for those with physical or mobility disability to support and enable independent travel. Where funding allows, we will also look to My Journey to provide a point of contact for this group. My Journey will continue to support safety information for women traveling sustainably. | Medium |
| Manage on-street parking to keep footways clear of parked vehicles and those making deliveries | We will raise awareness of the issue and will lobby government for the powers to manage unnecessary pavement parking where pedestrian safety is at risk. | Medium/ Long |
| Review residential parking conditions to ensure residents without off street parking can access their property from parked vehicles a reasonable distance from their homes | Current parking controls and associated parking restrictions also make it hard for health visitors, carers or labourers or visitors to households to park in residents' streets. In unrestricted town centre streets, residents regularly have to compete for on-street parking with commuters, town centre workers or shoppers/visitors who seek free parking, which is unfair to residents. | Short |
| Coordinate the location of community hubs and access to them for health equality and wellbeing | Coordinating community hubs with the appropriate access by different modes of transport can improve health equality and well-being. We will provide high quality public transport links to these which can be important for low-income individuals and other population groups less likely to have access to a car, especially where we can improve access to health services. | Medium |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 6 of 60

| | | |
|---|---|---|
| Consider more uses for park and ride locations and other under-utilised highway assets | We will explore opportunities to optimise the use of existing highways assets which may or may not include additional and/or complementary uses that promote the wider objectives of this transport plan. Options might for example include an EV charging station, active travel hub, motability centre, freight consolidation centre, e-bike cargo hub, and a travel training centre. | Medium/ Long |

**ACTIVE TRAVEL: WALKING, CYCLING AND WHEELING**

| | | |
|---|---|---|
| Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan | We will implement the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan. | Long |
| Deliver a network of greenways, quiet rural roads and green lanes for commuting and leisure purposes to improve accessibility and safety for walking, cycling, wheeling and horse riding | The council will retain its ambition to deliver a network of routes for commuting, horse riding and leisure purposes and, where funding allows, deliver them incrementally to provide a network across the Borough. | Long |
| Continue to implement a promotional campaign for active and sustainable travel | My Journey will continue to promote active and sustainable transport throughout the Borough, for example a campaign on safety for women when sustainably travelling. | Ongoing |
| Work with neighbouring authorities to provide an e-bike hire scheme in the Borough | The council will investigate the feasibility of providing an e-bike trial scheme, potentially, jointly with Reading and/or Bracknell, recognising that our residents travel to destinations outside the Borough. Electric bikes are one of the most eco-friendly travel options available. They produce zero emissions at the point of use and run on low quantities of electricity. Studies have suggested that the use of e-bikes have helped to provoke positive moods and alleviate negative feelings such as stress which contributes to better mental wellbeing. | Medium |
| Provide new Active Travel Design guidance for Wokingham | We will produce new design guidance for the Borough to ensure our plans are in line with the national LTN 1/20 (and other relevant guidance) whilst ensuring consistency across new developments and new schemes in the Borough. | Short |
| Maintain and expand the cycle training programmes for all | My Journey has been running Bikeability (a programme funded by the Department for Transport) successfully for several years and has won a national award. The My Journey team has expanded the core cycle training scheme; it now starts with two-year olds and is inclusive of all ages and abilities. | Ongoing |
| Provide a range of secure cycle parking options at local destinations | We will work with our partners, public transport operators, developers and service providers to improve and increase secure cycle parking across the Borough. This includes spaces for non-standard cycles and considering the needs of those with disabilities. | Medium |
| Undertake a boroughwide audit of the road and cycling network to indicate the level of skill needed by its users | We will undertake an audit of our road and cycling network to provide a conditions report that can be used to inform and advise on appropriate infrastructure investment, where funding allows, to ensure it provides the service intended for its users, their abilities and competencies. | Short |
| Implement a network of integrated transport hubs across the Borough | We will integrate a network of transport hubs in new developments as well as elsewhere in the Borough. This will be explored further in the future mobility strategy, and it will be ensured that this aligns with our other strategies, particularly the LCWIP and BSIP programmes. | Medium/ Long |
| Enhance pedestrian access and safety for all in local service centres | We will adopt a new assessment process/policy for new crossings to ensure we are consistent across the Borough. We will ensure accessibility for all community members with safe crossings, clear signage and good lighting. Overall, prioritising pedestrian access and safety makes local centres vibrant, inclusive, and sustainable. | Short |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 7 of 60

| SCHOOL TRAVEL | | |
|---|---|---|
| Continue to deliver and also refresh our Sustainable Routes to School Strategy to enable and support independent travel for all to schools and colleges | The government requires all local authorities to promote the use of sustainable travel to, from and between schools as part of the duty of the Education and Inspections Act 2006. Where funding allows, we will produce a strategy to deliver this effectively for the pupils and their families in the Borough. An approach for children with special educational needs in consultation with relevant groups and families will be a particular focus. This follows feedback about concerns, including that travel training needs to start long before any expectation of independent travel to school or college. | Short |
| Deliver infrastructure to enable and support independent travel for all to schools and colleges | The council will, as part of its refresh of the Sustainable Routes to School Strategy, identify opportunities to provide capital-funded infrastructure to schools such as surfaced footways and cycle routes, level boarding at every bus stop, and encourage public transport operators to provide visual and audible announcements on all trains and buses to support and enable independent travel to schools in addition to supported services. | Medium/ Long |
| Implement School Streets at suitable locations | School streets are managed spaces outside schools with a temporary restriction on motorised traffic at school drop-off and pick-up times that improve safety and air quality for children. This will be implemented, where evidenced, to provide a safer, healthier and more pleasant environment for everyone. | Short/ Medium |
| Continue to promote sustainable and active travel for all at schools through Modeshift STARS | Modeshift STARS is an online travel plan toolkit managed by My Journey that assists schools in promoting sustainable and active travel. It helps schools to create, develop, implement, monitor and evaluate travel plans and the initiatives contained within them. It also helps schools to reduce congestion and improve air quality, health and road safety around the school, as well as gain national awards and support Eco-schools. We will continue to offer this to schools with grant incentives where funding allows. | Ongoing |
| PUBLIC TRANSPORT | | |
| Deliver the Bus Service Improvement Plan through the Enhanced Partnership with bus operators | Developed with local bus operators, neighbouring authorities and local businesses, the BSIP sets out how we will work in partnership to transform the Borough's bus network. Delivery of the plan is subject to suitable funding being secured, with some of the proposals expected to take longer to deliver than others. | Medium/ Long |
| Continue to fund community Dial a Ride services | Council funding for these services is limited but the council will continue to support Dial a Ride services where possible, be this through funding opportunities or promotion of existing services. | Ongoing |
| Support improved bus and rail service reliability and frequencies | The council currently has little say on the route operations, service frequency and fares of bus and rail companies. However, it will always support improved bus and rail service reliability and service frequency, and will lobby for and support additional route operations and services where it benefits our residents. | Medium/ Long |
| Review the council's Bus Stop Policy and deliver a programme of ongoing improvements; ensure high quality bus stop infrastructure in new developments | Our existing bus stop policy was produced in 2011. The policy needs to be updated taking account of the expectations of bus passengers and standardise bus stop infrastructure at stops ranging from those in rural areas with relatively infrequent services to important public transport interchanges. It will also take advantage of new technology and potential income streams for the council to maximise the attractiveness of bus services for our residents. | Short/ Medium |
| Develop a sustainable plan to enable better access to Twyford station for all users | A comprehensive plan for Twyford station will be prepared to increase walking and cycling accessibility and mode share, and to provide good bus access. It also needs to cater for those needing to drive to and park at the station. | Medium |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 8 of 60

| **FREIGHT** | | |
|---|---|---|
| Update the Freight Strategy for the Borough | Our Freight Management Policy dates from 2012. The policy will be updated to address the challenges associated with the movement of goods in Wokingham, and detail actions to deliver appropriate, efficient, clean and safe freight movements as well as broader air quality and net-zero objectives. | Short |
| Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres | We will support the use of cargo bikes and low emission vehicles for deliveries in our urban environments and local centres. | Ongoing |
| **OPERATIONAL MAINTENANCE** | | |
| Implement an annual Maintenance Management Plan for our transport networks to reduce the time, costs and inconvenience caused by reactive works, and to anticipate potential impacts from climate change | We will harness the council's systems, operatives, data, technology and connectivity, and those of our partners and transport operators to improve the way our transport network is designed, maintained, built, operated and used. This will enable safer journeys, faster delivery and an enhanced customer experience for all. | Ongoing |
| Identify a priority network of pedestrian and cycle routes and ensure a maintenance management plan is in place | To support our active travel ambitions and a Sustainable Routes to School Strategy, we will identify a key network of walking and cycling routes in line with the Highways Act 1980 and further relevant legislation and, subject to funding, include them in a planned maintenance programme to ensure access in all seasons and in all weathers, and during but not limited to school terms, to include wayfinding, lighting, surfacing, maintenance, vegetation control and winter treatment. | Short |
| **INFRASTRUCTURE DELIVERY** | | |
| Ensure the timely delivery of necessary infrastructure required to support new development | We will work with developers and utility companies to ensure coordination of necessary infrastructure.  We will encourage developers to deliver transport infrastructure early in the delivery of their projects so that the infrastructure is already available for use prior to opening any new development. | Short |
| Develop and maintain a current list of schemes that have been identified from all sources. | A multi-criteria assessment tool will be developed to prioritise schemes. There is a live list of all schemes requested including those identified from studies and other sources. These schemes need to be prioritised to ensure that those contributing most to the delivery of council objectives are completed first with the limited funds and resources available. | Short |
| Align the delivery of improvement schemes with the maintenance programme | Where practical we will seek to coordinate improvement schemes with the maintenance programme to minimise the level of disruption and provide an enhanced customer experience for all. | Short |
| Increase the use of lower carbon materials in construction and highway maintenance | Where possible we will continue to work with suppliers to reduce the carbon impact of the materials we use and the activity of our contractors. | Ongoing |
| Test and trial measures that support LTP objectives and reduce maintenance | The council is open to innovation and new ways of addressing and improving transport and travel matters. We will identify opportunities to apply for funding and trial measures that could improve longevity of our streets and its furniture. This could result in reduced maintenance costs or more effective delivery of the LTP. | Medium |
| Implement the Electric Vehicle Charging Strategy | We will deliver the objectives stated in the Electric Vehicle Charging Strategy following its adoption in 2025. | Short/ Medium |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 9 of 60

| Collaborate with the other Berkshire authorities to coordinate shared transport matters, focusing on strategic opportunities, securing funding, and ensuring coordinated transport delivery. | We will collaborate with Reading, Bracknell and other stakeholders to discuss and provide a coordinated grouping of shared transport matters. It would consider strategic transport opportunities and solutions which have a demonstrable, positive impact on our shared priorities to secure funding and the coordinated delivery of transport. It could provide advice on shared strategy development and investment decisions, including transport funding, opportunities and bids. It would also promote innovation, forward looking projects and initiatives to the benefit of Wokingham and our neighbours. | Ongoing |
|---|---|---|
| Continue to seek and respond to Government and other capital and revenue funding opportunities to maintain and improve our transport and active travel networks | Our transport income and funding come from a variety of sources. Grants are received from central and local government. These include capital grants, for example from the Housing Infrastructure Fund. These grants fund specific projects where we have agreements with developers and other funding bodies, including central government. A proportion of council tax – a property tax levied on residential properties - and business rates – a property tax levied on business premises - is also used for our transport projects. However, our funding has reduced considerably since 2010 and increasingly the council's budgets are being used to fund essential services such as social care meaning there is less funding for maintenance and transport improvements. However, central government regularly releases funding for targeted transport measures such as active travel and infrastructure to enable new housing development, and we will seek to prepare for and respond to these initiatives and opportunities. | Ongoing |
| Maintain dialogue with our neighbouring authorities for active and sustainable travel and, if appropriate, general traffic | We will continue to suggest and discuss strategic transport opportunities and solutions which have a demonstrable, positive impact on our shared priorities to secure funding and the coordinated delivery of transport infrastructure. | Ongoing |

**LOCAL AND STRATEGIC ROAD NETWORK**

| Reduce the dominance of vehicles in urban centres and residential areas in affected local communities | We will look to minimise the amount of through/rat running traffic that comes from vehicles using urban centres and residential roads to get to another destination where evidenced. These will be designed so as not to affect the access of those needing to get to local destinations. | Medium |
|---|---|---|
| Wokingham town centre signing review and refresh | Much of the traffic signing in Wokingham town centre pre-dates its regeneration and is now out of date. We will review the traffic directional signing in Wokingham town centre as a pilot to determine the value and benefits to all of a strategy of this type. | Short |
| Consider Introducing a car parking management and information system in Wokingham town centre | A good parking management system can make it easier for drivers to find parking and reduce traffic congestion, journey times, fuel use and pollution by encouraging drivers to access the nearest car park to them, thus driving to and not through the town. We will investigate the costs and benefits of such a system for Wokingham town centre. | Medium |
| Develop a Car Sharing Strategy | We will work with large local employers to develop a Borough-wide car sharing strategy. This will include the introduction of car share schemes and car clubs across the Borough and in new developments. | Short/ Medium |
| Enable and support events that celebrate our heritage and culture and support vitality of rural villages | Local events allow us to celebrate our heritage and culture. On some occasions such events may benefit from a temporary road closure, enabled with a Temporary Traffic Order (TTO). We will support our residents in the delivery of events by guiding them through relevant processes. | Ongoing |
| Maintain safe and efficient access to the M4 and A329(M) | We will continue to work with National Highways and protect the interests of our own motorway to maintain their safe and efficient operation. | Ongoing |
| Encourage and support National Highways to reduce noise and air pollution from the M4 | We will continue to support National Highways to reduce air pollution from the M4 and further measures to reduce road noise. | Ongoing |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 10 of 60

## DESIGN GUIDANCE, PROMOTIONS AND MONITORING

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 11 of 60

# 3 Methodology

## 3.1 Introduction

3.1.1. Sustainability Appraisal is an iterative process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

3.1.2. The SA combines the following assessment processes:

- Strategic Environmental Assessment (SEA);
- Equalities Impact Assessment (EqIA); and
- Habitats Regulations Assessment (HRA).

3.1.3. The SEA/SA process is carried out during the preparation of certain plans and strategies including local transport plans, local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

3.1.4. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)[1].

3.1.5. SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[2].

3.1.6. SEA only considers the environmental effects of a plan whilst SA also considers a plan's wider economic and social effects in addition to its environmental impacts. It is obligatory that SAs meet all of the requirements of the SEA Regulations.

3.1.7. The approach adopted for the SA element of the LTP follows that set out in the Practical Guide to SEA[3] and the Planning Practice Guidance to SEA[4]. SAs do however need to meet

[1] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[2] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] Available at: http://www.legislation.gov.uk/uksi/2017/571/introduction/made
[3] Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive. available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf
[4] Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal. Available at: http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 12 of 60

all of the requirements of the SEA Regulations, so a separate strategic environmental assessment should not be required.

## 3.2 SA Process and Requirements

3.2.1. The integration of the SA with the LTP process is shown in **Figure 3-1**. This report presents the production of the revised SA Report.

**Figure 3-1 - SA and LTP Stages**

| LTP | SA | |
|---|---|---|
| Determining the scope of the LTP; clarifying goals; specifying the problems or challenges the authority wants to solve. | Setting the SA context; establishing the baseline; determining the scope of the SA and identifying the LTP options. | SA STAGE A |
| | 5 week statutory consultation | |
| Generating options for the plan to resolve these challenges; appraising the options and predicting their effects. | Developing, refining and appraising strategic alternatives of the LTP. | SA STAGE B |
| Selecting preferred options for the strategy and deciding priorities. | Assessing the effects of the LTP preferred options and policies, proposing mitigation, enhancement measures and mitigation. | |
| Production of the draft LTP | Production of the SA Report | SA STAGE C & D |
| Consultation on the draft LTP | Consultation of the SA Report (typically 12 weeks) | |
| Production of the final LTP | Production of a revised SA Report if necessary | |
| Adoption of LTP | SA Post Adoption Statement | |
| Reviewing implementation of the LTP | Monitoring the significant effects of the LTP implementation. | SA STAGE E |

### Stage A: Scoping

3.2.2. As part of SA Stage A, a Scoping Report was completed in July 2023, which provided baseline information, highlighted key issues and opportunities for the LTP and set out the SEA Framework. Consultation on the Scoping Report took place in July 2023, which allowed the statutory consultees to provide comments on the scope of the SA, baseline information, the proposed methodology and the SA framework.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 13 of 60

3.2.3. Comments were received from Natural England and Historic England on the SA Scoping Report and are outlined in **Table B-1** in **Appendix B**. **Table B-1** also provides our responses and actions taken in light of these comments. The Environment Agency were also consulted on the Scoping Report but failed to give a response.

3.2.4. The baseline information collected for the Scoping Report can be found in **Appendix C**.

## Stage B: SA Assessment

3.2.5. Stage B comprises the assessment of the LTP against the SA Appraisal Framework objectives identified within the Scoping Report. This will aid the development of LTP and its policies.

3.2.6. The SEA Regulations also require consideration of reasonable alternatives. It is common practice for a SEA to consider what environmental effects would occur without the implementation of the plan (in this case the continuation of the current adopted LTP3). This is done to allow the assessment of the likely effects that the implementation of the plan would have compared to any alternative plans (see **Section 8**).

3.2.7. The assessment of objectives, outcomes and alternatives is presented in matrix format and accompanied by explanatory text for each policy and strategy overall. The assessment criteria used are detailed in **Section 3.3**.

## Stage C and D: Reporting and Consultation

3.2.8. The results, recommendations, mitigation and monitoring measures have been summarised in the SA Report. The SA Report was consulted on alongside the LTP and responses have been detailed in **Appendix B**.

3.2.9. Following consultation, a final version of the SA Report (this report) has been prepared that takes account of the representations received and any changes to the LTP.

3.2.10. In accordance with the SEA Regulations, the SA Report must be made available at the same time as the plan or programme, as an integral part of the consultation process, and the relationship between the documents clearly indicated (Stage D).

## Stage E: Monitoring

3.2.11. This report sets out recommendations for monitoring the social, environmental and economic effects of implementing the LTP (**Section 10**).

3.2.12. The purpose of monitoring is to measure the environmental outcome of a plan and the performance of a plan against pre-defined environmental objectives, targets, or inputs. If monitoring is carried out effectively it will contribute to managing uncertainty; improving knowledge; enhancing transparency, accountability and managing environmental information.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 14 of 60

## 3.3 Report Methodology

3.3.1. Stage B and Stage C (stages included within this report) comprise the assessment of the LTP, against the SA Appraisal Framework objectives identified within the Scoping Report. This will aid the development of LTP and its objectives and outcomes.

3.3.2. This SA Draft Report will therefore cover the assessment of:

- Assessment of the LTP Vision and Strategic Objectives;
- Assessment of Policies and Actions; and
- Alternative policy scenarios and interventions.

### Assessment of Effects

3.3.3. The assessment of vision, objectives and outcomes has considered the following:

- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible)
- Nature of effect (direct, indirect)
- Spatial Extent (local, regional, national)
- 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).

3.3.4. **Table 3-1** sets out the key to the Assessment of Effects described above.

**Table 3-1 – Key to Assessment**

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 15 of 60

| Effect Significance | Key |
| --- | --- |
| Potential for both positive and negative effects | +/- |
| Negligible / No effect | 0 |
| Magnitude (High / Medium / Low) | H / M / L |
| Nature of effect (direct / indirect). | D / I |
| Spatial Extent (local / regional / national) | L / R / N |
| Reversibility of effect (reversible / irreversible) | R / I |
| Permanence (Permanent / Temporary) | P / T |
| Duration (short / medium / long term). | ST / MT / LT |

3.3.5. It should be noted that where uncertain and negligible 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, the effect criteria cells have been left blank and a score of '0' given.

## Assessment of Alternatives

3.3.6. The SEA Regulations require that an assessment of reasonable alternatives is undertaken.

3.3.7. For the LTP, the assessment of alternatives will assess the continuation of the current LTP (LTP3). The assessment won't assess individual policies within these documents but will look at the application as a whole.

3.3.8. A high-level summary of effects on each of the SEA objectives will be provided and each will be scored using the Key to Assessment set out in **Table 3-1** above. See **Section 8** for further details.

## Cumulative Effects

3.3.9. The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Therefore, several plans and policies (local, regional and national) have been reviewed for potential cumulative effects, in addition to potential cumulative effects that could occur as a result of the implementation of the LTP.

3.3.10. In addition, the assessment has considered the cumulative effects of neighbouring transport developments, including those beyond the Borough boundary.

3.3.11. The assessment of cumulative effects has been undertaken in **Section 9** of this report.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 16 of 60

## Mitigation, Enhancement, and Monitoring Measures

3.3.12. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment as a result of implementing the plan.

3.3.13. Mitigation measures have been identified in relation to the assessment of visions, objectives and outcomes. These include both proactive avoidance of adverse effects and actions taken after potential effects have been identified. These are set out in **Section 10** of this report.

3.3.14. **Section 10** also includes enhancement measures, which aim to optimise positive impacts and enhance sustainability. The mechanism for delivery of mitigation and enhancement will ensure the prevention, reduction and offset of any significant adverse effects and promotion of enhancement opportunities on the environment.

3.3.15. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified and remedial action imposed, as well as measuring the benefits of enhancement. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

## 3.4 Assumptions and Limitations

3.4.1. The following assumptions and limitations have been identified:

- The preparation of the LTP alongside the SA has allowed for an iterative process of assessment and refinement in the narrative and policies within the Plan. Therefore, some of the recommendations set out in this report may already have been addressed in the LTP and the SA will be updated to reflect this.
- The assessment of policies, and alternatives, has been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the SEA.
- The LTP does not propose other specific development sites with defined boundaries above those mentioned. As such, the main focus of the assessment for the SEA is of the strategic objectives (policy alternatives).
- This SEA/SA has endeavoured to ensure that effects are predicted accurately; however, this can be challenging given limited understanding of precisely how the plan will be implemented. Given uncertainties there is inevitably a need to make some assumptions, however, these are made carefully and explained in detail within the assessment text.
- In some instances, given reasonable assumptions, it is not possible to predict 'significant effects'. However, it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms, therefore informing any likely developments of the LTP policy. This does mean that, at implementation phase,

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 17 of 60

significant effects may still occur depending on the nature and location context of specific interventions.

## 3.5    Relationship with Other Processes

### Equalities Impact Assessment

3.5.1.    The Equality Act 2010 includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between communities.

3.5.2.    The EqIA process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following nine Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage and civil partnership;
- Pregnancy and maternity;
- Race;
- Religion or belief; and
- Sexual orientation.

### Habitats Regulations Assessment

3.5.3.    Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations[5], an assessment (referred to as an HRA) needs to be undertaken in respect of any plan or project which:

*"Either alone or in combination with other plans or projects would be likely to have a significant effect on a site designated within the Natura 2000 network – these are Special Areas of Conservation (SACs), candidate SACs (cSACs), and Special Protection Areas (SPAs). In addition, Ramsar sites (wetlands of international importance), potential SPAs (pSPA) and in England possible SACs (pSACs), are considered in this process as a matter of law or UK Government policy. These sites are collectively termed 'European sites' in*

---

[5] The Conservation of Habitats and Species Regulations 2017, [online] Available at: http://www.legislation.gov.uk/uksi/2017/1012/contents/made

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 18 of 60

*Habitats Regulations Assessment (HRA); and is not directly connected with, or necessary to, the management of the site".*

3.5.4. Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:

- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
- Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
- Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and
- Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.

3.5.5. The first stage of the Habitats Regulations Assessment (screening) will be undertaken alongside this SA Report.

3.5.6. The HRA is driven by separate legislation to the SA and other forms of assessment. This means the HRA Report will be published separately to the SA Report and not included as an appendix to the SA Report.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 19 of 60

# 4 Identifying Sustainability Issues

## 4.1 Sustainability Context

4.1.1. The SA Scoping Report was first produced by WSP in 2021 and updated in July 2023, in support of the LTP SA. The SA Scoping Report presented the sustainability context of Wokingham Borough. The report presented baseline information across 14 SA topics and identified key sustainability issues and opportunities, which helped to form the SEA Framework.

4.1.2. **Table 4-1** below summarises the sustainability context of Wokingham Borough which was identified as part of the scoping process. The plans, policies and programmes identified in the Scoping Report, as well as the baseline can be found in **Appendix C** to the SA Report.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 20 of 60

**Table 4-1 - Sustainability Issues and Opportunities**

| SA Topic | Summary of Sustainability Issues and Opportunities |
|---|---|
| **Natural Capital and Ecosystem Services** | ■ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem service provision. Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes.<br>■ As transport corridors are typically linear, ensuring the connectivity of ecosystems is both an issue and an opportunity for the Transport Strategy. There is scope to focus on redevelopment of existing assets rather than build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors to improve habitat connectivity.<br>■ Human health and quality of life can be improved by taking a natural capital approach to the Transport Strategy. For example, improving the quality of habitats (including tree planting, sowing wildflower mix rather than amenity grassland to improve biodiversity) alongside walking and cycling routes can help encourage more active lifestyles with benefits for people's physical and mental health and wellbeing. Views of vegetation from other modes of transport (e.g. along roads and railways) can also enhance mental wellbeing, for example by reducing stress levels.<br>■ Enhancing the quality of transport 'soft estate' can also help improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits.<br>■ Enhancing the quality of transport 'soft estate' can also help improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits.<br>■ Human health and quality of life can be improved by taking a natural capital approach to the Transport Plan.<br>■ Views of vegetation from other modes of transport (e.g. along roads and railways) can also enhance mental wellbeing, for example by reducing stress levels.<br>■ There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors or to improve habitat connectivity. |
| **Materials and Waste** | ■ New transport infrastructure can lead to use of minerals and other materials, in addition to generating waste. The transport of waste and materials can lead to indirect effects from traffic such as congestion, air pollution and noise.<br>■ There is a reliance upon the road network to transport materials, and it is unlikely that this will change.<br>■ Increasing population of the County is likely to generate more waste which requires transportation. Construction of new transport infrastructure also has the potential to generate waste.<br>■ Resource efficiency is important in the reduction of waste and conservation of resources.<br>■ The LTP could promote opportunities to support a circular economy.<br>■ Materials, including minerals, will be required in any new transport infrastructure schemes. The application of resource efficiency including use of recycled materials is important for reducing waste. There is also significant capacity for increasing the levels of recycled and secondary aggregate production used for transport infrastructure. |
| **Soils** | ■ Soil is an important natural resource for agriculture, food production, biodiversity and archaeological and geological purposes. Acknowledgement should be given to the detrimental impacts arising from soil compaction, erosion and cumulative pollution.<br>■ It is important that any future development of the transport network in WBC does not have adverse impacts or lead to the degradation of Best and Most Versatile (BMV) (grades 1 to 3) agricultural land.<br>■ Improvements to transport infrastructure will likely require land take.<br>■ Land should be used in the most efficient manner.<br>■ There's an opportunity to avoid development on some of the Borough's best and most versatile land and support the repurposing of existing infrastructure. |
| **Biodiversity, Flora and Fauna** | ■ Due consideration should be given to protecting and conserving WBC's biodiversity, particularly in light of the disturbance and habitat degradation that may arise from the construction of transport infrastructure and projected population increase.<br>■ There are a number of statutory local, national and international sites designated for nature conservation within the country which may be affected by development, including transport infrastructure. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 21 of 60

| | |
|---|---|
| | - Habitats, particularly those designated as HPI and Ancient Woodland are at risk of being lost, damage or fragmented by development, including transport infrastructure.<br>- Species, including Species of Principal Importance and protected species, may also be affected by construction and operation of new infrastructure, both directly and indirectly.<br>- Biodiversity may be lost as the end result of development of new infrastructure resulting from the LTP.<br>- LTP presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale.<br>- The LTP presents opportunities to achieve biodiversity net gain (BNG) through the development of its policies and schemes.<br>- There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors to improve habitat connectivity.<br>- Enhancing biodiversity can also help improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits.<br>- Human health and quality of life can be improved by improving biodiversity.<br>- Views of vegetation during travel (e.g. along roads and railways) can also enhance mental wellbeing, for example by reducing stress levels.<br>- The LTP presents opportunities to be strategic in the landscape scale across the corridors (and, once the interventions are defined, also in relation to any necessary offsets beyond the boundary of specific developments). Existing biodiversity Opportunity Areas (Natural England) can be combined with priorities for wider ecosystem services benefits to deliver landscape wide environment gain for biodiversity and people. |
| **Air Quality** | - Within WBC, AQMA's are predominantly associated with transport sources and emissions. Potential adverse impacts affecting human health and the wider surrounding environment arising from transport sources will need to be given appropriate consideration.<br>- Where AQMAs are declared, due consideration of transport associated measures should be given to address their declaration.<br>- Addressing local problems associated with $PM_{10}$, $PM_{2.5}$, $NO_x$ and $NO_2$ emissions to reduce air pollution.<br>- Although changes in technology mean that vehicles are producing fewer emissions, the number of vehicles on roads is expected to increase. This has the potential to affect air quality and as a consequence, human health, natural capital, and ecological sites.<br>- Ensuring that air quality continues to improve across WBC.<br>- There is the potential that improved transport links will facilitate traffic flows, reduce idling times and thus improving air quality locally. However, an improved highway network could also result in increased usage, thus increasing emissions.<br>- The UK Government's plan to end the sale of all new conventional petrol and diesel cars and vans by 2035 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality.<br>- The UK Government's commitment to end diesel haulage on the rail network by 2040 and introduce at least 4,000 more zero emission buses.<br>- Uptake of technological advances such as autonomous vehicles. These have the potential to further reduce emissions through reduction in the stop start nature of traffic, opening up the possibility of vehicle platooning[6].<br>- Air quality issues across Wokingham Borough can be addressed by promoting a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) into the LTP thereby leading to a higher standard of air quality. |
| **Climate Change** | - WBC has committed to reducing the Borough's carbon footprint to net zero carbon by 2030. Transport infrastructure is one of the largest contributors to greenhouse gas emissions and must be considered accordingly before progressing future schemes.<br>- Climate change is anticipated to exacerbate flood issues across WBC putting livelihoods, dwellings, businesses and lives at risk.<br>- The RAIN project[7] has been investigating the impact of severe meteorological occurrence on critical infrastructure across Europe. Conclusions highlighted that rail and road infrastructure were more vulnerable than power or telecommunications infrastructure since structural damage is not required for the system to fail. |

---

[6] Platooning is a newly developed technology referring to referring to linking up the driving of vehicles, by maintaining a distance between vehicles to increase road capacities and decrease distances between vehicles.

[7] RAIN Project (2017). 'Risk Analysis of Infrastructure Networks in Response to Extreme Weather'. Available at: http://rain-project.eu/wp-content/uploads/2015/11/D2.2-Past-Cases-final.compressed.pdf

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 22 of 60

| | |
|---|---|
| | ▪ There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding.<br>▪ There is a need to support the continued increase in infrastructure to support the demand in electric cars.<br>▪ Supporting climate change mitigation via promoting alternative methods of sustainable transport, and thereby limiting the contribution of transport to greenhouse gas emissions.<br>▪ Increasing the resilience of the local transport network to the effects of climate change.<br>▪ Supporting low emission fuels, infrastructure and associated technologies.<br>▪ Supporting green infrastructure enhancements.<br>▪ The continuation of the reduction in carbon dioxide ($CO_2$) emissions, where appropriate, alongside limiting emissions of other greenhouse gases. |
| **Noise** | ▪ Transport noise may adversely impact sleep, health and wellbeing as well as disturb wildlife and there is potential for an increase in noise levels in the NIAs in Wokingham Borough.<br>▪ The natural environment, particularly tranquil areas, may experience an increase in transport-related noise pollution.<br>▪ There exists an opportunity to reforecast the understanding of transport noise profiles and exposure. This could account for the benefits from low-noise electrified road vehicles and reactions to climate change. A plan could be developed from this that accounts for the future and realises benefits for Wokingham Borough. |
| **Landscape and Townscape** | ▪ The character and quality of Wokingham Borough's landscapes and townscapes can be eroded by the construction and operation of transport infrastructure, which may impact upon the distinctive historic character of settlements.<br>▪ Green Infrastructure (GI) describes the multifunctional network of green and blue spaces, landscapes, and natural elements within and between our cities, towns and villages. By connecting the centres of settlement into the surrounding landscape, GI can facilitate prosperous, active, healthy and happy communities. This network may be severed or reduced due to new transport infrastructure.<br>▪ Transport infrastructure has the potential to erode and adversely affect local character and distinctiveness.<br>▪ The design of transport infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise).<br>▪ There is potential for transport to improve access to the countryside, to promote sustainable tourism and to provide greater awareness for the UK's AONBs and other designated areas.<br>▪ Increasing access to the countryside, whilst increasing pressure on those resources, can bring new audiences to Wokingham Borough and enable better appreciation of landscapes and townscapes through creating new views and vistas, providing information and enhancing access.<br>▪ The incorporation of 'Future Ready' Landscape principles into landscape-led designs would help ensure transport infrastructure is designed for longevity in the 21st century, for both its people and its natural environment. |
| **Historic Environment** | ▪ Conserving the character of the Borough is key, particularly in light of government policy and the extent of development and pressure for continued development in the area. Transport infrastructure has the potential to erode and adversely affect local character and distinctiveness.<br>▪ Adverse impacts upon the setting of components of the historic environment.<br>▪ The impact of vehicular damage to historic structures, buildings and the fabric of the public realm in town and village centres.<br>▪ The impacts of vehicular pollution on historic buildings.<br>▪ The impacts of ancillary features, inclusive of marked parking bays, yellow lines etc. on the historic environment.<br>▪ The LTP presents opportunities for enhancing the understanding and appreciation of the significance of above ground heritage assets. This might be achieved for example, by reducing traffic volume, visibility and noise in the vicinity of a designated heritage asset and reducing existing detrimental effects on setting.<br>▪ Asset enhancement has the potential to lead to an increase in tourism and associated revenue, and education opportunities associated with Wokingham's cultural heritage.<br>▪ Protecting and enhancing the cultural and heritage identity of Wokingham Borough. |
| **Water and Flood Risk** | ▪ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Wokingham Borough, including to transport infrastructure.<br>▪ Pollution of the water environment can occur from run-off from roads and pavements after rainfall. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 23 of 60

| | |
|---|---|
| | <ul><li>Increase in flood risk can occur through the loss of permeable surfaces due to new road construction.</li><li>Upgrading existing infrastructure also provides the opportunity to improve pollution control on older drainage systems.</li><li>New transport infrastructure could result in improved drainage, reducing surface water flooding.</li></ul> |
| **Population** | <ul><li>An ageing population for WBC is likely to place increased strain and demand on access to services, particularly healthcare, and public transport. Proposed sites for strategic development will need to be accounted for when choosing potential locations for new transport infrastructure.</li><li>The population in Wokingham Borough is increasing there will be additional movement associated with this growth.</li><li>The ageing population structure is likely to increase demand for access to services.</li><li>There are opportunities to improve access to rural areas through transport services, digital services and bring services to people.</li><li>There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families.</li><li>There were 3.5 million disabled people in work in 2017, with the Government aiming to increase this to 4.5 million by 2027. By helping more disabled people into work, this will enable people to reach their potential and to achieve economic independence.</li><li>Transport networks should promote a range of sustainable transport modes to limit the effects of congestion, economic vitality, and residents' quality of life.</li></ul> |
| **Health and Wellbeing** | <ul><li>The population of Wokingham Borough is an ageing population, transport and future mobility will need to reflect their needs.</li><li>There may be inequalities in access to healthcare, jobs and other services associated with transport provision.</li><li>Active travel can play a role in reducing obesity and increasing health and wellbeing.</li><li>The transport plan could present opportunities to enhance walking and cycling routes and encourage the use of non-motorised forms of transport.</li><li>There will be opportunities to provide inclusive services to meet the needs of older residents.</li><li>There will be opportunities to improve public transport users' confidence in returning to public transport post-Covid.</li></ul> |
| **Economy and Employment** | <ul><li>Economic issues linked to transport include barriers to growth, enabling greater access to well-paid and satisfying employment within a flexible labour market characterised by diversity in activity and transferable and complementary knowledge solutions. Supporting sustainable economic development which mitigates or combats the effects of climate change is a key issue.</li><li>Good access to customers is important, transport infrastructure is noted as an area of improvement to enable this.</li><li>Sustaining and supporting economic growth across the country in light of the withdrawal from the EU and economic issues brought about by the Covid-19 pandemic.</li><li>The impact of factors such as Brexit, Covid-19, new vehicle and energy technologies, disruptive digital technologies, changing working patterns and preferences and extreme climactic events will play a part in determining the types of transport investment which will most benefit the economy.</li><li>Improved connectivity between business clusters and housing markets (both planned and existing) in the county will improve access to the skills pool as well supporting improvements in productivity.</li></ul> |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 24 of 60

## 4.2 Future Evolution of the Baseline

4.2.1. The declining trend in the provision of many ecosystem services and biodiversity is expected to continue, with projected population growth and industrial development anticipated to place increasing pressure on sensitive wildlife sites within WBC[8], as well contribute to the deterioration, loss and fragmentation of habitats.

4.2.2. The population of WBC is anticipated to increase by increase by 1% a year and reach 180,900 by 2037[9]. This is likely to increase the number of private vehicles on the roads, resulting in associated increases in noise pollution, air pollution, and contamination of surface water run-off and could restrict the ability of existing roadside habitats (including trees) to reduce these impacts.

4.2.3. The number of people aged 65 and over is also anticipated to increase, increasing pressure on health and community facilities. In addition, the growing population is likely to place pressure on public transport methods such as rail and buses.

4.2.4. With a growing population and increased development the potential for generating waste is increasing. Additionally, economic growth and rising population within the Borough will place additional pressures upon agricultural land. It is likely that land available for development will become more of a premium and intensify competition for land amongst developers. This is likely to also increase the demand for development on greenfield land.

4.2.5. Another issue facing Wokingham Borough is climate change. Key challenges include flooding from a variety of sources, extreme weather events, increases in hotter, drier summers, and increases in annual precipitation in the Borough. Climate change also has the potential to further fragment and deteriorate the region's ecosystems and biodiversity.

4.2.6. The Council declared a climate emergency in 2019 and has committed to doing as much as possible to achieve carbon neutrality by 2030. However, projected population increase and development within the Borough is anticipated to increase carbon dioxide emissions.

4.2.7. The historic environment is increasingly under threat from development pressures. In addition to loss of green infrastructure and heritage assets, new infrastructure to provide for a growing population affects visual amenity and heritage setting.

4.2.8. Increasing population and development within the Borough is anticipated to place strain on water resources and may lead to a decrease in water quality. Increased development and population will also increase the number and likelihood of properties being at risk of flooding.

---

[8] RSPB (2023). 'State of Nature' Available at: https://stateofnature.org.uk/
[9] Office for National Statistics (2023) Census 2021. Available at: https://www.ons.gov.uk/visualisations/censuspopulationchange/E06000041/

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 25 of 60

## 4.3 Sustainability Appraisal Framework

4.3.1. A Sustainability Appraisal Framework has been produced to guide the assessment process of the LTP. The framework (set out in **Table 4-2** below) summarises the main sustainability issues in Wokingham Borough across each environmental topic, and the subsequent sustainability objectives and appraisal questions to be used to assess emerging strategy objectives and policies.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 26 of 60

**Table 4-2 - Sustainability Appraisal Framework**

| SA Topic | SA Objective | SA Supporting Appraisal Questions |
|---|---|---|
| **Natural Capital and Ecosystem Services** | **SA1:** To maintain and enhance the provision of ecosystem services from the Borough's natural capital and contribute to environmental net gain. | Will the policy or proposal:<br>■ Protect the Borough's natural capital?<br>■ Enhance or increase provision of ecosystem services from the county's natural capital? |
| **Materials and Waste** | **SA2:** To conserve natural resources, increase resource efficiency and reduce generation and disposal of waste. | Will the policy or proposal:<br>■ Result in substantial use of resource and generation of waste?<br>■ Encourage the sustainable use of material assets and minimise waste?<br>■ Promote a circular economy?<br>■ Reduce impacts from infrastructure development and maintenance on mineral resources? |
| **Soils** | **SA3:** To protect soils and minimise the loss of Best and Most Versatile Land. | Will the policy or proposal:<br>■ Reduce impacts from infrastructure development and maintenance on soil and mineral resources?<br>■ Result in the loss of agriculturally important land? |
| **Biodiversity, Flora and Fauna** | **SA4:** To protect and enhance the Borough's biodiversity, fauna and flora, including designated sites for nature conservation notable and protected species.<br><br>**SA5:** Enhance the connectivity between habitats through the creation of green corridors and preservation / enhancement of the Green Infrastructure Network. | Will the policy or proposal:<br>■ Cause damage to locally and nationally designated sites or protected species though infrastructure provision, traffic or maintenance?<br>■ Maintain and enhance biodiversity?<br>■ Seek opportunities for biodiversity net gain?<br>■ Enhance the Green Infrastructure network?<br>■ Enhance habitat connectivity? |
| **Air Quality** | **SA6:** To reduce traffic related air pollution in AQMAs where possible and enhance air quality elsewhere in Wokingham Borough. | Will the policy or proposal:<br>■ Support measures to reduce levels of air pollution?<br>■ Help to improve air quality?<br>■ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot-spots? |
| **Climate Change and Greenhouse Gases** | **SA7:** To reduce emissions of greenhouse gases in line with WBC's net zero commitment by 2030.<br><br>**SA8:** Ensure that the local transport network builds resilience to climate change. | Will the policy or proposal:<br>■ Plan a transport system which is more resilient to cope with the impacts of climate change?<br>■ Increase the resilience of people, infrastructure and the natural environment to the impacts of climate change (including flood risk, extreme weather, heat and cold?)<br>■ Support the transition to net zero greenhouse gas emissions?<br>■ Reduce embodied carbon within developments?<br>■ Alleviate risk of flooding and support natural flood management?<br>■ Promote a reduction in private vehicle use? |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 27 of 60

| Noise | SA9: To reduce noise from transport related sources in particular, Noise Important Areas and to protect tranquil areas. | Will the policy or proposal: <br><br> ▪ Increase/ decrease levels of noise? <br> ▪ Maintain levels of noise in NIAs? |
|---|---|---|
| **Landscape and Townscape** | **SA10:** To protect and where possible, enhance the quality, character and diversity of the existing landscape. | Will the policy or proposal: <br><br> ▪ Improve the quality and condition of the landscape and townscape? <br> ▪ Respect, maintain and strengthen local character and distinctiveness? <br> ▪ Promote high quality design? |
| **Historic Environment** | **SA11:** To conserve and enhance the Borough's historic environment, including heritage resources, historic buildings, historic landscapes and archaeological features. | Will the policy or proposal: <br><br> ▪ Conserve and or enhance heritage assets, their setting and the wider historic environment? <br> ▪ Contribute to the better management of heritage assets and tackle heritage at risk? <br> ▪ Improve the quality and condition of the historic environment? <br> ▪ Respect, maintain and strengthen local character and distinctiveness? <br> ▪ Promote high quality design? <br> ▪ Impact the historic environment through issues such as contamination, changes to the preservation conditions on a site etc? <br> ▪ Impact the preservation of archaeological assets? <br> ▪ Improve access and accessibility to heritage assets? |
| **Water and Flood Risk** | **SA12:** To protect and where possible, enhance water quality of the county's rivers, groundwater and coast. <br><br> **SA13:** To reduce vulnerability to flooding of transport infrastructure and ensure that the risk of surface water flooding is not increased. | Will the policy or proposal: <br><br> ▪ Support the protection and enhancement of water bodies? <br> ▪ Improve water quality? <br> ▪ Increase or decrease the risk of surface water flooding? |
| **Population** | **SA14:** To increase the capacity and efficiency of the transportation network to support demographic changes, including increasing travel and sustainable modes of transport. | Will the policy or proposal: <br><br> ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? <br> ▪ Improve access to transport for all inclusively? <br> ▪ Provide better connectivity (particularly in rural areas) to facilities and services? |
| **Health and Wellbeing** | **SA15:** To improve the health and well-being of the population through access to transport, active travel and reductions in pollution. | Will the policy or proposal: <br><br> ▪ Promote healthier lifestyles? <br> ▪ Increase walking and cycling? <br> ▪ Improve quality, quantity and equality of access to green and blue space and increase opportunities for recreation? <br> ▪ Promote health enhancing environments, behaviours and activities for local communities? |
| **Economy and Employment** | **SA16:** To sustain economic growth, enable well paid employment and competitiveness across Wokingham Borough through provision of reliable and accessible transport networks. | Will the policy or proposal: <br><br> ▪ Improve access to employment centres? <br> ▪ Improve connectivity between business clusters and housing markets? <br> ▪ Increase connectivity and help alleviate congestion, reducing journey times? <br> ▪ Support flexible working patterns? |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 28 of 60

# 5 Compatibility Assessment of Vision and Objectives

## 5.1 Introduction

5.1.1. This section assesses the compatibility of the vision and goals against the SA Appraisal Framework objectives.

5.1.2. The vision and goals have been individually tested against the SA Appraisal Framework objectives to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the LTP.

5.1.3. **Table 5-1** below sets out the key to appraisal, whilst **Table 5-2** overleaf sets out the findings of the compatibility testing of the vision and goals.

**Table 5-1 – Key to Compatibility Assessment**

| Effect | Key |
|---|---|
| Compatible | ✓ |
| Incompatible/ potential conflict | ✗ |
| No relationship | 0 |
| Uncertain/ more than one potential outcome | ? |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 29 of 60

## 5.2 Compatibility Assessment Summary

**Table 5-2 – Compatibility Assessment of Vision Themes and Objectives**

| Vision Theme and Objectives | SA1: Natural Capital | SA2: Materials and Waste | SA3: Soils | SA4: Biodiversity | SA5: Green Infrastructure | SA6: Air Quality | SA7: Greenhouse Gases | SA8: Climate Resilience | SA9: Noise | SA10: Landscape and Townscape | SA11: Historic Environment | SA12: Water Quality | SA13: Flooding | SA14: Population | SA15: Health | SA16: Economy and Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Create Healthy and Safe Places**<br>■ Support sustainable transport initiatives to enhance health and wellbeing<br>■ Ensure safer streets for all<br>■ Enable and increase active travel in towns by 2030 | ? | ? | ? | ? | ? | ✔ | ✔ | ? | ✔ | ✔ | ✔ | 0 | ? | ✔ | ✔ | ✔ |
| **Develop the Economy**<br>■ Foster thriving villages and rural centres<br>■ Maintain a well-functioning transport network that benefits everyone<br>■ Protect and enhance strategic connectivity | 0 | ? | ? | ? | 0 | ✔ | ✔ | ✔ | 0 | ✔ | ✔ | 0 | ? | ✔ | ✔ | ✔ |
| **Reduce Environmental Impacts**<br>■ Support the transition to carbon neutrality<br>■ Ensure clean air and eliminate all air quality exceedances<br>■ Develop high-quality travel corridors | ? | ? | ? | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | ✔ | 0 | ? | ✔ | ✔ | ✔ |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 30 of 60

5.2.1.   In general, the Vision Themes and Objectives have performed well against most of the SA objectives and clearly demonstrate their compatibility. Whilst the assessment has not identified any incompatible effects, a small number of uncertainties have been identified.

5.2.2.   On the whole, the Vision and Objectives were found to be broadly compatible with the SA objectives as they cover the three key pillars of sustainability (economy, social and environment) and aims to tackle key issues such as health, employment, community safety, and GHG emissions, which aligns with the aims and aspirations of the SA objectives.

5.2.3.   Due to its strong environmental focus, Reduce Environmental Impacts is the most compatible across all objectives. WBC aim to reach net-zero carbon emissions (by 2030), whilst protecting and improving the local environment. This will involve facilitating residents safe (SA14) and convenient use of active travel modes, including walking and cycling which will increase access to services, employment, and education (SA16), whilst also boosting physical activity levels and overall health and wellbeing (SA15). Reduction in emissions (SA7) through reduced private vehicle usage will also directly benefit air quality (SA6) in the local area, as well as indirectly supporting biodiversity assets across the Borough (SA4).

5.2.4.   SA14 and SA15 (Population and Human Health) is also met by all Vision Themes and Objectives. Improvements to the transport network in terms of usability, maintenance, and connectivity will benefit all users, including rural communities and future generations.

5.2.5.   Uncertain effects have resulted for biodiversity (SA4), natural capital (SA1), materials and waste (SA2), soils (SA3), and flooding (SA13). The objectives highlighted as having uncertain effects have included no direction as to the likely effects on these SA objectives. As a result, uncertain effects have been reported. However, as this is a high-level objective, there is no certainty to how such development might arise, and there may be potential for developments to bring about positive effects on these objectives.

5.2.6.   Water quality (SA12) is the only SA objectives which do not have any compatibility with the either the Vision Theme or any objectives. Neither the Vision Themes nor objectives make reference to improving water quality conditions.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 31 of 60

# 6 Assessment of LTP Policies

## 6.1 Introduction

6.1.1. This assessment of the LTP Policies is summarised below and presented in full in **Appendix D.**

6.1.2. The Policies and their subsequent actions assessed are detailed in **Section 2.2**.

6.1.3. A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 3-1**. **Table 6-1** overleaf provides an overview on the performance of the LTP Policies against each SEA objective and **Table 6-2** shows the summary of effects based on each SEA objective.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 32 of 60

## 6.2 Summary of Policy Assessment Findings

**Table 6-1 - Assessment of Policies**

| Objective | Policy Action | SA1: Natural Capital | SA2: Materials and Waste | SA3: Soils | SA4: Biodiversity | SA5: Green Infrastructure | SA6: Air Quality | SA7: Greenhouse Gases | SA8: Climate Resilience | SA9: Noise | SA10: Landscape and Townscape | SA11: Historic Environment | SA12: Water Quality | SA13: Flooding | SA14: Population | SA15: Health | SA16: Economy and Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Health and Wellbeing** | Enable and support the council's ambition to reduce avoidable and unfair differences in people's health and wellbeing in the Borough. | 0 | 0 | 0 | + | + | ++ | + | 0 | + | ++ | + | 0 | 0 | ++ | ++ | + |
| | 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 | | | | | | | | | | | | | | | | |
| **Safer Streets for All** | Develop a Vision Zero Action Plan | 0 | 0 | 0 | + | 0 | + | + | 0 | + | 0 | + | 0 | 0 | 0 | ++ | 0 |
| | 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 | | | | | | | | | | | | | | | | |
| **Environmental Impacts** | Enhance traffic flow and reduce local air pollution through effective traffic management strategies and continue to pursue options that improve Air Quality | +/- | 0 | 0 | + | 0 | ++ | + | 0 | + | + | + | 0 | 0 | +/- | + | + |
| **Digital Access** | Support the development and delivery of a one-stop-shop for travel information and to plan journeys | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | +/- | + |
| **Access for All** | Reduce public transport concessionary bus pass scheme restrictions for those with a qualifying disability. | 0 | ? | ? | +/- | 0 | +/- | +/- | 0 | +/- | +/- | + | 0 | 0 | ++ | ++ | + |
| | 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 | | | | | | | | | | | | | | | | |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 33 of 60

| Objective | Policy Action | SA1: Natural Capital | SA2: Materials and Waste | SA3: Soils | SA4: Biodiversity | SA5: Green Infrastructure | SA6: Air Quality | SA7: Greenhouse Gases | SA8: Climate Resilience | SA9: Noise | SA10: Landscape and Townscape | SA11: Historic Environment | SA12: Water Quality | SA13: Flooding | SA14: Population | SA15: Health | SA16: Economy and Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | | | | | | | | | | | | | | | | |
| Active Travel: Walking, Cycling and Wheeling | Deliver the Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan | ? | ? | ? | +/- | ? | + | + | 0 | +/- | +/- | +/- | 0 | 0 | ++ | + | + |
| | 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 | | | | | | | | | | | | | | | | |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 34 of 60

| Objective | Policy Action | SA1: Natural Capital | SA2: Materials and Waste | SA3: Soils | SA4: Biodiversity | SA5: Green Infrastructure | SA6: Air Quality | SA7: Greenhouse Gases | SA8: Climate Resilience | SA9: Noise | SA10: Landscape and Townscape | SA11: Historic Environment | SA12: Water Quality | SA13: Flooding | SA14: Population | SA15: Health | SA16: Economy and Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Enhance pedestrian access and safety for all in local service centres | | | | | | | | | | | | | | | | |
| **School Travel** | Continue to deliver and also refresh our Sustainable Routes to School Strategy to enable and support independent travel for all to schools and colleges | 0 | 0 | 0 | + | 0 | + | + | 0 | + | + | + | 0 | 0 | + | ++ | 0 |
| | 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 | | | | | | | | | | | | | | | | |
| **Public Transport** | Deliver the Bus Service Improvement Plan through the Enhanced Partnership with bus operators | 0 | 0 | 0 | + | 0 | + | + | 0 | + | + | + | 0 | 0 | ++ | + | + |
| | 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 | | | | | | | | | | | | | | | | |
| **Freight** | Update the Freight Strategy for the Borough | 0 | 0 | 0 | ? | 0 | + | + | 0 | ? | + | + | 0 | 0 | 0 | + | ? |
| | Support the use of cargo bikes and low emission vehicles for the distribution of goods to local centres | | | | | | | | | | | | | | | | |
| **Operational Maintenance** | Implement an annual Maintenance Management Plan for our transport networks to reduce the time, costs and inconvenience caused by reactive works, and to anticipate potential impacts from climate change | 0 | + | 0 | 0 | 0 | + | + | ++ | ? | 0 | 0 | 0 | ? | + | 0 | ? |
| | Identify a priority network of pedestrian and cycle routes and ensure a maintenance management plan is in place | | | | | | | | | | | | | | | | |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 35 of 60

| Objective | Policy Action | SA1: Natural Capital | SA2: Materials and Waste | SA3: Soils | SA4: Biodiversity | SA5: Green Infrastructure | SA6: Air Quality | SA7: Greenhouse Gases | SA8: Climate Resilience | SA9: Noise | SA10: Landscape and Townscape | SA11: Historic Environment | SA12: Water Quality | SA13: Flooding | SA14: Population | SA15: Health | SA16: Economy and Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Infrastructure Delivery** | Ensure the timely delivery of necessary infrastructure required to support new development | 0 | +/- | 0 | +/- | 0 | + | + | + | + | + | + | 0 | 0 | + | + | + |
| | 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 | | | | | | | | | | | | | | | | |
| **Local and Strategic Road Network** | Reduce the dominance of vehicles in urban centres and residential areas in affected local communities | 0 | ? | ? | +/- | 0 | ++ | + | 0 | + | +/- | +/- | 0 | 0 | +/- | + | + |
| | 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) | | | | | | | | | | | | | | | | |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 36 of 60

| Objective | Policy Action | SA1: Natural Capital | SA2: Materials and Waste | SA3: Soils | SA4: Biodiversity | SA5: Green Infrastructure | SA6: Air Quality | SA7: Greenhouse Gases | SA8: Climate Resilience | SA9: Noise | SA10: Landscape and Townscape | SA11: Historic Environment | SA12: Water Quality | SA13: Flooding | SA14: Population | SA15: Health | SA16: Economy and Employment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Encourage and support National Highways to reduce noise and air pollution from the M4 | | | | | | | | | | | | | | | | |
| **Design Guidance, Promotions and Monitoring** | Update of Wokingham Borough Council Living Streets design guidance | + | 0 | 0 | + | ? | + | + | ? | + | + | + | ? | ? | ++ | ++ | + |
| | 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 | | | | | | | | | | | | | | | | |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 37 of 60

**Table 6-2 - Summary of Significant Effects**

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 38 of 60

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 39 of 60

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 40 of 60

# 7 Findings from other Assessments

## 7.1 EqIA Assessment Summary

7.1.1. Overall, the policies will likely result in positive impacts on protected characteristic group members in the Borough. The policies aim to address a wide range of issues, identified by the key themes within the EqIA baseline.

7.1.2. The main protected characteristic groups that will particularly benefit include:

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

7.1.3. There is potential for low negative impacts upon:

- Gender reassignment; and
- Sexual Orientation.

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

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 41 of 60

# 7.2 HRA Assessment Summary

7.2.1. The HRA provides guidance on the likely data sources, information requirements and the process of HRA Screening, recommending further stages of assessment (Appropriate Assessment) if necessary. It also provides an indication of where the ecological implications of the LTP will lie and which Habitats sites are vulnerable to known pressures, threats and existing air quality impacts.

7.2.2. There are no Habitats sites within WBC's administrative area, however there are a four that fall within 10km (i.e. the identified Zone of Influence) of the WBC boundary and as such policy actions within the LTP could impact these Habitats sites where there is potential for Likely Significant Effects (LSE).

7.2.3. Notwithstanding this, all policy actions have been screened out due to their nugatory or beneficial effects on Habitats sites, for example as a result of being communication-based or where the measures relate to the review or development of plans and strategies which require consideration of their own requirements for HRA. As such, the LTP does not need to progress to an Appropriate Assessment under the provisions of the Conservation of Habitats and Species Regulations 2017 (as amended). These measures, therefore, have potential for Likely Significant Effects (LSE) on nearby Habitats sites relating to increased traffic and further, detailed assessment is considered necessary to satisfy the requirements of the Habitats Regulations.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 42 of 60

# 8 Assessment of Alternatives

## 8.1 Introduction

8.1.1. The SEA Regulations require an assessment of the plan and its "reasonable alternatives", in addition to those proposed within the plan. Without this, there cannot be a proper environmental evaluation of the preferred plan.

8.1.2. The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic. The assessment of alternatives has looked at alternative strategy scenarios, specifically the continuation of the LTP3.

## 8.2 Assessment of Alternative LTP Policies

8.2.1. The development of the LTP Strategy has not at this stage identified any key Strategy alternatives, so the assessment of policy alternatives has assessed the 'do nothing' scenario – the continuation of the existing LTP3.

8.2.2. **Table 8-1** below provides a summary of the application of these scenarios. It uses the same key to effects outline in **Table 3-1**.

8.2.3. Generally, the continuation of LTP3 policies performed worse compared to the preferred LTP policies as the alternative policies do not consider updated policies, such as the 25 Year Environment Plan and the UK Government's goals on GHG emissions and the transition to electric vehicles, nor do they have a focus on climate change. Alternative policies are therefore considered to be outdated and no longer fit for purpose.

8.2.4. Significant negative effects have been identified for SA1 (natural capital), SA2 (materials and waste), SA4 (biodiversity), SA5 (green infrastructure), SA12 (water quality), and SA13 (flooding). In addition to not considering up to date UK policies and goals, the alternative policies do not include any specific water quality policies, nor do policies include any flood risk mitigation measures to be implemented across Wokingham's transport network. There is also potential for the LTP3 policies to result in loss of biodiversity within the Borough as policies fail to combat declining biodiversity in the Borough.

8.2.5. Similarly, minor negative effects have been identified for SA3 (soils), SA7 (greenhouse gases), and SA8 (climate resilience). These effects have been identified where the LTP3 policies do not directly address the SA objectives, and policies do not go far enough to address existing issues within the Borough.

8.2.6. Mixed positive and negative effects have been identified for SA9 (noise), SA10 (landscape and townscape), SA11 (historic environment), SA14 (population) and SA15 (health). These effects have been identified where alternative policies generally contribute to reducing negative effects from transport, enhancing the local environment and amenity, as well as encouraging active travel. However, there is potential for negative effects to arise as a result of new development.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 43 of 60

8.2.7. Conversely, minor positive effects have been identified for SA6 (air quality) and SA16 (economy and employment). Alternative policies are likely to contribute to indirectly improving air quality, as well as improving connectivity across the Borough to employment and economic opportunities.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 44 of 60

**Table 8-1 – Assessment of Policy Alternative Scenarios**

| SA Objective | Significance | Summary of Existing LTP3 Effects |
|---|---|---|
| **SA1: Natural Capital** | -- | Natural capital is under threat from climate change, with changing temperatures and extreme weather events resulting in the loss, degradation and movement of species and habitats. The absence of a climate change policy within LTP3 means that climate change could continue to present a risk to biodiversity and natural capital.<br><br>Whilst the LTP3 acknowledges the need to protect the natural environment, it does not include a policy to protect the natural environment or consider this within policies. Since the publication of the LTP3, the 25 Year Environment Plan (2018) has been published, which outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. It is clear that the LTP3 is outdated and may not support the national agenda of environmental net gain. |
| **SA2: Materials and Waste** | -- | Developments to the transport network which may come forward as a result of LPT3 such as new roads, rail stations and interchanges all have the potential to be resource intensive and result in large amounts of land take and waste. Since the adoption of LTP3, there has been more of a drive towards efficient use of resources and supporting a circular economy, as encouraged through the publication of the Clean Growth Strategy and the 25 Year Environment Plan. This may mean that the potential for intensive land use as a result of LTP3 may no longer be up to date with current standards surrounding the use of environmental resources. |
| **SA3: Soils** | - | The LTP3 does state intentions for any new land use to be efficient and better integrated with transport options. However, developments to the transport network which may come forward as a result of LPT3 such as new roads, rail stations and interchanges all have the potential to negatively impact Wokingham's agriculturally and geologically important land through land take, sterilisation, contamination and disturbance during both construction and operational phases. These developments could result in the loss of the Borough's best and most versatile land. There are no specific objectives targeting the protection of geological and agriculturally important land to mitigate this. This could ultimately lead to their degradation should the proposed developments go ahead. |
| **SA4: Biodiversity**<br><br>**SA5: Green Infrastructure** | -- | Any new developments that may come forward have the potential to negatively impact habitats, species and biodiversity. This could be through land take and both construction disturbance, particularly through noise and air quality changes. Potential development may occur in areas of high ecological value, where current levels of noise pollution are low and air quality is good. Upon analysis of current and future trends, it is clear that the LTP3 has failed to combat declining biodiversity in Wokingham, as has been the national trend. This is particularly apparent by the net increase in private fossil fuel vehicles throughout Wokingham.<br><br>Whilst the LTP3 acknowledges the need to protect biodiversity, the plan does not include measures to protect biodiversity or contribute to biodiversity net gain. Since the publication of the LTP3, the 25 Year Environment Plan (2018) has been published, which outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. It is clear that the LTP3 is outdated and may not support the national agenda of environmental and biodiversity net gain. |
| **SA6: Air Quality** | + | Air quality is identified as a key issue within LTP3, effecting both the environment and human health. In Wokingham the air quality is generally good, with localised hot spots for air quality problems being caused by road transport, namely along the M4, A329 (M) and within Wokingham Borough's urban centres. In these locations, measures to ease congestion such as the improvement of junctions will mitigate some of the negative effects on air quality. The LTP3 includes policy HW10, to implement an air quality action plan.<br><br>Additionally, a number of policies within the LTP3 contribute to improving public and active travel services (AT1, AT2, AT3, PT1, PT2, PT3, PT4, PT5, PT6, PT7, PT8, PT9, PT10, PT11, PT12, PT13). The increased use of public transport, walking and cycling will help to reduce the number of vehicles on the road, in particular the number of private cars, resulting in a reduction in emissions and therefore, an improvement on the air quality. |
| **SA7: Greenhouse Gases** | - | The LTP3 supports the transition to a low carbon economy, supporting the reduction in GHGs in line with Government targets. The plan seeks to reduce GHGs from transportation, including from congestion, private vehicles, and public transportation (HW1, PT13). The plan also considers the reduction of emissions from street lighting (HW9), seeking to reduce emissions from this source. Additionally, the LTP3 also contributes to encouraging the use of active travel, reducing private vehicle use and therefore reducing emissions (AT1, AT2, AT3).The continuation of these policies is likely to result in further reductions in GHGs across Wokingham Borough.<br><br>Since the development of the LTP3, the Government has updated the legislation regarding GHG emissions, outlining the target of 100% reduction in greenhouse gases on 1990 levels by 2050. The LTP3 is therefore outdated in its measures to tackle levels of GHGs. The LTP3 also supports the use of electric vehicles and |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 45 of 60

| | | |
|---|---|---|
| **SA8: Climate Resilience** | | electric vehicle charging. However, since the development of the plan there has been an increased uptake in the use of electric and low carbon fuelled vehicles. The plan is considered outdated in this area and does not outline improvements to infrastructure at a scale to support the increase in use of these vehicles.<br><br>Climate change presents a growing risk to weather in Wokingham, with increased rainfall events, higher temperatures, and increased extreme weather events including flooding. The LTP3 includes policy HW8 which aims to create a transport network resilient to extreme weather events including snow and ice. However, this policy does not include measures for climate change weather events. This policy may no longer be suitable to the changing climatic risks within the Borough |
| **SA9: Noise** | +/- | LTP3 relates challenges facing quality of life with the intrusive effects of transport, such as noise from high volumes of traffic. The policies within LTP3 that encourage or improve sustainable and active transport modes will in turn help to reduce noise pollution. The LTP3 includes policy HW11, which seeks to reduce noise pollution and ensure that mitigation measures are integrated within new development to minimise noise for those living close to key noise sources within the Borough.<br><br>The LTP3 does, however, support a number of schemes to increase the number and frequency of public transport vehicles like buses and trains, which will contribute to reducing private vehicle noise. However, there is potential that increased services could ultimately contribute to noise pollution through both construction and operational phases. Additionally, LTP3 does not address the current and future changes in to the transport network in Wokingham Borough, for example through increasing numbers of private vehicles. The future changes to Wokingham's population are likely to contribute to increases in noise pollution, which the LTP3 does not address. |
| **SA10: Landscape and Townscape** | +/- | As part of the LTP3's goals for transport, the plan aims to protect and enhance the landscape and townscape of Wokingham. Policies within the Active Travel Policy Options and Public Transport Policy Options encourage the use of alternative transport modes, aiding in reducing traffic and therefore reducing the effects of noise and vibration on landscapes. Policy HW12 also includes measures to improve the public realm through reducing street clutter.<br><br>However, new development and improving connectivity to rural areas may affect the tranquillity and setting. This could be due to the increased traffic, construction and operation phase disturbance (light, noise, and air pollution), and visitor pressure. Development may also require land take which could result in negative effects on the Borough's landscape.<br><br>The LTP3 does not include a policy on the protection of the Borough's valuable townscapes and landscapes, therefore, it is unlikely that development will take potential negative effects into consideration. Without the support of the LTP, development could be insensitively designed, and a large amount of land could be taken leading to the degradation of landscape and townscape. |
| **SA11: Historic Environment** | +/- | Wokingham Borough has a number of heritage assets, including conservation areas, listed buildings and scheduled monuments. The LTP3 acknowledges the need to conserve and enhance the historic environment of Wokingham Borough. The LTP also acknowledges the impacts that poor air quality has upon heritage assets.<br><br>The transition to sustainable transport modes as part of LTP3 will help to reduce emissions and the number of vehicles on the road which will result in improving the air quality and noise pollution. As air pollution is a key factor in the degradation of surfaces of historical buildings and monuments, action to improve air quality has the potential to indirectly benefit the historic environment. The reduction in noise pollution will also help to improve tranquillity and unique setting of the heritage assets.<br><br>However, the LTP3 does not include a specific policy, or acknowledgment within policy, to conserving heritage assets and their settings. Without this, there is potential that development may result in degradation of the setting of heritage assets through insensitive design, therefore reducing their significance. |
| **SA12: Water Quality**<br><br>**SA13: Flooding** | -- | While the LTP3 includes policy objectives to consider improvements to the water environment and water quality, the plan does not include any policy measures to address water quality within Wokingham Borough. There are a number of key water bodies within Wokingham, including the River Lodden, the River Thames, and a number of large water bodies, that are subject to WFD targets. The exclusion of water quality considerations within the LTP3 therefore has the potential to reduce water quality within the Borough if not considered within development.<br><br>There have been multiple instances of flooding within Wokingham Borough, with significant flooding occurring in recent years; 1993, 2000, 2003, 2007, 2013, 2015, 2016, 2017, and 2020. Policy HW8 addresses the need for a resilient highway network during extreme weather events. However, this does not include flood risk measures. Whilst the LTP3 acknowledges flood risk within the Borough, and the likely increases in flood events as a result of climate change, the plan does not include a specific measure to address flood risk within the Borough. As climate change is likely to exacerbate both the chronic and acute effects of climate change, including flooding, the LTP3 is therefore outdated and unfit for purpose under our changing climate. |
| **SA14: Population** | +/- | Wokingham's LTP3 policies will continue to address current and future population connectivity and efficiency issues of the transport network. A key part of LTP3 is to improve connectivity to rural destinations through improving buses (including new buses and increased service frequency) and improved integration between bus and rail services. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 46 of 60

| | | |
|---|---|---|
| | | Accessibility and inclusion are well addressed within LTP3, with policies to improve ticketing, and improvements in access to public transport for all citizens. This promotes a fairer, more inclusive society. However, policy HW12, outlines reductions in street clutter, including reductions in signage. Reducing signage may reduce wayfinding through the Borough, limiting the movements of those with disabilities, the elderly, or visitors who may not know their way around.<br><br>Despite LTP3's recognition of a growing population, policies regarding capacity do not reflect this, and will likely not be robust enough as a result to support the projected population growth in Wokingham of 1% growth by 2037. The population in Wokingham is ageing, with an estimated 20% predicted to be over 65 by 2027. This is likely to place increased demand on public transport services and the LTP does not acknowledge it. |
| **SA15: Health** | +/- | The LTP3 ensures a focus on improving health and healthy communities within Wokingham Borough. The LTP3 recognises the challenges of modern-day life (sedentary lifestyles, car use) and the problems incurred (increased prevalence of medical conditions such as obesity and heart disease). This allows the LTP to encourage active travel as an easy and beneficial mode for people to incorporate into their everyday lives in order to pursue healthier lifestyles. The LTP sets out to achieve this by making active travel easier and more attractive through infrastructural improvement, as well as addressing perceptions of key barriers to active travel like safety and convenience.<br><br>Equally, LTP3's mission to transition to more sustainable modes of transport (including public transport) will also work to improve the overall health of the population by reducing noise pollution and improving air quality. Both of these will have beneficial effects on the health and wellbeing of the population in Wokingham Borough.<br><br>The LTP3 also places emphasis on improving the physical safety of its residents, including school children, through highways improvements, speed limit changes and reducing the fear or crime.<br><br>While there is a recognition that active travel can improve mental wellbeing, there is no specific action to actively uphold this, and more could be done within the LTP3 to allow for the beneficial effects of active travel on mental health. Especially in the wake of the Covid-19 pandemic, more people are finding comfort in connecting with outdoor spaces, and so greater emphasis should be placed on the importance of maintaining and enhancing this link. Additionally, LTP3 does not address post Covid-19 perceptions, whereby some members of the public no longer feel comfortable or safe using public transport. This is especially reflected within vulnerable groups who may be unable to access public transport due to health concerns. The current LTP3 is therefore insufficient to meet the needs of Wokingham Borough's changing behaviours when it comes to active travel, d public transport and mental health awareness. |
| **SA16: Economy and Employment** | + | LTP3 is still relevant to the improvement of connectivity across Wokingham to support greater access to employment. The continued connectivity improvements through better buses (including new buses and increased service frequency), reduced car use, improved ticketing, and improved rail services will increase Wokingham Borough residents' access to employment, including those in rural communities. Improved connectivity will also provide greater access to education in the Borough, resulting in a higher proportion of skilled workers in high wage industries, supporting the growth of their already present and diverse knowledge sectors. Additionally, the LTP recognises, and provides, improved connectivity to Reading. This provides improved economic opportunities for employment in the Borough.<br><br>The Plan also includes measures to improve active travel connectivity to employment opportunities (policy AT1). This, alongside improvements to public transport services provides improved journey reliability to employment areas.<br><br>LTP3 does not tackle any degree of investment to improve broadband infrastructure across the county, meaning it is not fit to account for the new shift towards working from home brought about by the Covid-19 pandemic. A lack of digital inclusion will disadvantage peoples access to employment under current circumstances, as well as opportunities for businesses to grow. However, this is not significant enough to negate improvements made by LTP3. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 47 of 60

# 9 Cumulative Effects

## 9.1 Introduction

9.1.1. The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual policies and interventions have a combined effect on an objective; or
- Where several policies and interventions each have insignificant effects but together have a significant effect.

9.1.2. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

9.1.3. This section therefore presents the findings of the following:

- Consideration of how different proposed visions and objectives within WBC LTP may interact and cause cumulative effects on a receptor (Intra-project effects); and
- How the proposed visions and objectives within WBC LTP could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-project effects).

## 9.2 Intra Project Effects

9.2.1. The SEA assessment of visions and objectives drew out potential intra-project cumulative effects. These have been identified in **Table 9-2**.

**Table 9-1** below outlines the key to effects for intra-project cumulative effects.

**Table 9-1 – Key to Cumulative Effects**

| Effect | Key |
|---|---|
| Positive cumulative effect | + |
| Negative cumulative effects | - |
| Mixed cumulative effects | +/- |
| No overall cumulative effects | 0 |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 48 of 60

**Table 9-2 – Intra-Project Cumulative Effects Summary**

| SA Objective | Significance | Summary |
|---|---|---|
| **SA1: Natural Capital** | +/- | There is potential for negative effects upon natural capital as a result of developments that may come forward as a result of the LTP. Developments could result in land take, resulting in loss of natural capital. Additionally, construction work has the potential to disturb these areas through noise, dust spoiling and air quality reductions. However, positive cumulative effects may occur as there is potential that improvements to air quality across the Borough as a result of options and objectives may reduce degradation of natural capital and preserve this asset. There is also potential for a cumulative increase in natural capital if multiple developments arising from the LTP incorporate additional green space as part of their design. |
| **SA2: Materials and Waste** | - | There is potential for negative cumulative effects arising from developments that may come forward. If a number of developments were to arise at the same time that require additional materials, there is potential for negative effects. |
| **SA3: Soils** | - | Potential negative cumulative effects have been identified for soils due to the potential for multiple developments that may come forward, requiring additional land take. Land take may result in loss of BMV or agricultural land, depending on the location of development. |
| **SA4: Biodiversity** | +/- | There is the potential for negative cumulative effects on biodiversity if multiple large scale developments were to come forward. Depending upon the number and type of developments selected and their proposed location, there is potential for a cumulative loss of land, which could lead to damaged and segregated habitats. However, there is the potential for positive cumulative effects. These developments may provide biodiversity enhancements through reductions in habitat disturbance, as well as preserving habitats and species through improved air quality. Additionally, there is potential for increases in biodiversity if multiple developments arise, implementing biodiversity net gain. |
| **SA5: Green Infrastructure** | +/- | There are potential positive effects on green infrastructure if multiple developments were to come forward, including additional measures to connect and enhance green infrastructure linking population centres which may otherwise be lost of severed through a lack of maintenance or through other development. However, there is potential that during development and construction of developments arising from the LTP, green infrastructure may be lost or disturbed, resulting in potential negative cumulative effects. |
| **SA6: Air Quality** | +/- | Temporary negative cumulative effects have the potential to result during the construction phase of developments, particularly if multiple developments, with overlapping construction periods, were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust. However, the development of new public transport infrastructure and active travel infrastructure will enable more people to use public transport modes instead of the use of a private car, helping to improve air quality. Therefore, there is also the potential for positive cumulative effects to result if multiple developments were to come forward. |
| **SA7: Greenhouse Gases** | +/- | If multiple developments were to come forward there is the potential for negative cumulative effects on GHGs, due to the construction required for new developments. In the longer term, there is potential that if multiple developments were to arise, positive cumulative effects on GHGs may arise due to the improvement in infrastructure reducing the number of private vehicles on roads, as well as reducing congestion on the Borough's roads. |
| **SA8: Climate Resilience** | +/- | There is potential for increases in hard standing surfaces as part of developments that may arise from the LTP policies, increasing surface water runoff. Therefore, a number of new developments could result in potential negative cumulative effects on flooding, particularly for those developments located within flood zone 2 or 3. However, if climate resilience measures such as sustainable urban drainage systems (SUDs) are implemented across multiple developments, this has potential to reduce overall flood risk within the Borough. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 49 of 60

| SA Objective | Significance | Summary |
|---|---|---|
| **SA9: Noise** | **+/-** | The development of transport interventions may result in potential positive cumulative effects on noise. The improvement of public transport and active travel corridors is likely to reduce the number of private vehicles and congestion on the Borough's roads, reducing noise. However, there is potential for negative cumulative effects on noise if multiple developments were to arise at the same time as during construction there are likely to be cumulative increases in noise. Additionally, there is potential for cumulative increases in traffic noise during construction as a result of delays and increased congestion. |
| **SA10: Landscape and Townscape** | **+/-** | There is the potential for negative cumulative effects on townscapes and landscapes if multiple developments were to come forward in close proximity to greenbelt land, parks and open spaces and areas with high townscape values. During construction of these new developments there is the potential for disturbance to the setting and tranquillity of these areas. However, positive cumulative effects may arise due to good design of the proposed developments and improvements to the public realm, parks and open spaces and the natural environment. |
| **SA11: Historic Environment** | **+/-** | There is the potential for negative cumulative effects on the historic environment if multiple developments were to come forward in close proximity to heritage assets. During construction of these new developments there is the potential for disturbance to the historic environment due to noise, vibration and temporary reductions in air pollution (dust soiling). However, positive cumulative effects may arise due to the historically sensitive design of proposed developments to fit in with the setting of any surrounding designated heritage assets. The LTP may also result in a cumulative increase in protection and preservation of heritage assets in the Borough, particularly through improved air quality. This could result in better understanding and appreciation of the historic environment. |
| **SA12: Water Quality** | **+/-** | There is potential for negative cumulative effects if multiple developments were to come forward. There is potential for cumulative increase in surface water runoff, and impacts on surface water and groundwater, particularly from physical alteration as a result of development from the action plan as well as developments associated with high quality sustainable travel corridors. Water quality measures are likely to be specific to each development, but there may be cumulative benefits as a result of traffic reductions, reducing pollution load in runoff, or the inclusion of SuDS, if implemented across multiple developments. |
| **SA13: Flooding** | **+/-** | There are potential negative cumulative effects on flooding if multiple developments were to arise within flood zone areas. Developments could result in an increase in impermeable surfaces, increasing flood risk. Flood risk measures are likely to be development specific, but there may be cumulative benefits if implemented across multiple developments. |
| **SA14: Population** | **+** | Positive cumulative effects are anticipated for population as the LTP develops WBC's transport infrastructure for current and future generations. All objectives and multiple policies include measures to inclusively improve transport and active travel facilities across the Borough. The LTP also provides improved transport accessibility to communities across the Borough, including rural areas. |
| **SA15: Health** | **+** | There are potential positive cumulative effects on health as a result of all LTP objectives and policies. The strategy and action plan contribute to improving healthy lifestyles due to increased physical activity through active travel and air quality improvements, as well as improving mental wellbeing through improved access to services, leisure and transport. |
| **SA16: Economy and Employment** | **+** | Positive cumulative effects are anticipated for economy and employment. The LTP improves transport and active travel connectivity across the Borough, improving access to employment locations and town centres. The policies also improve connectivity to the wider region, improving access to employment. There are also positive cumulative effects anticipated as a result of improvements to journey time reliabilities. The development of improved transport links is also likely to improve town centre economies. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 50 of 60

# 9.3 Inter-Project Effects

9.3.1. **Table 9-3** below outlines the sources of potential inter-cumulative effects, whilst **Table 9-4** details the cumulative effects identified for each of the SA Topics in relation to these policies and plans. This uses the same key to effects as set out in **Table 9-1** above.

**Table 9-3 - Sources of Inter-Cumulative Effects**

| Policy or Plan | Plan Details |
|---|---|
| Transport for the South East's (TfSE) Regional Transport Strategy, 2020 | Wokingham Borough is located within the TfSE Region. The Transport Strategy sets out how the TfSE aims to achieve its vision across the region. This includes ensuring the delivery of a high quality, sustainable and integrated transport system that supports increased productivity to grow the South East and UK economy and compete in the global marketplace. |
| | It aims to facilitate the development of a high quality, sustainable and integrated transport system that works to improve safety, quality of life and access to opportunities for all. |
| | The Strategy acknowledges the key relationship London has with the South East and how it is reliant upon strong transport links with towns, cities and international gateways outside of London, which is reflected strongly in commuting patterns between both regions. |
| Neighbouring Local Transport Plans | Local transport plans in neighbouring Boroughs (Reading, Bracknell Forest, West Berkshire, Royal Borough of Windsor and Maidenhead), counties (Hampshire, Buckinghamshire, and Oxfordshire), and local authorities (Hart District, South Oxfordshire District, and Basingstoke and Deane District) enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period. |
| | The plans include: |
| | <ul><li>Reading Transport Strategy 2040;</li><li>Bracknell Forest Local Transport Plan 3;</li><li>Royal Borough of Windsor and Maidenhead Local Transport Plan 4 (not yet adopted);</li><li>West Berkshire Local Transport Plan 3;</li><li>Hampshire County Council, Draft Local Transport Plan 4;</li><li>Oxfordshire County Council, Local Transport and Connectivity Plan 2022-2050;</li></ul> |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 51 of 60

| Policy or Plan | Plan Details |
|---|---|
| | ▪ Buckinghamshire Council, Local Transport Plan 5 (not yet adopted); and<br>▪ Basingstoke Transport Strategy. |
| Neighbouring Local Plans and Strategies | Local Plans in neighbouring Boroughs (Reading, Bracknell Forest, West Berkshire, Royal Borough of Windsor and Maidenhead), counties ( Hampshire, Buckinghamshire, and Oxfordshire), and local authorities (Hart District, South Oxfordshire District, and Basingstoke and Deane District)influence cross-boundary development improvements.<br><br>▪ Reading Borough Local Plan;<br>▪ Bracknell Forest Local Plan (not yet adopted);<br>▪ Royal Borough of Windsor and Maidenhead, Borough Local Plan 2013-2033;<br>▪ West Berkshire Local Plan;<br>▪ Hart Local Plan 2032;<br>▪ South Oxfordshire Local Plan 2011-2035;<br>▪ Buckinghamshire Local Plan (not yet adopted);<br>▪ Basingstoke and Deane Local Plan (not yet adopted);<br>▪ West Berkshire Active Travel Strategy; and<br>▪ Oxfordshire Active Travel Strategy. |
| Nationally Significant Infrastructure Projects (NSIPs) | There are 18 NSIPs located within the South East Region, including decided, and pre application developments:<br><br>▪ East West Rail;<br>▪ Southampton to London Pipeline Project;<br>▪ Cleve Hill Solar Park;<br>▪ Rampion Offshore Wind Farm;<br>▪ Lower Thames Crossing;<br>▪ M3 Junction 9 Improvement;<br>▪ Hampshire Water Transfer and Water Recycling Project;<br>▪ Rampion 2 Offshore Wind Farm;<br>▪ A27 Arundel Bypass;<br>▪ Stonestreet Green Solar;<br>▪ Botley West Solar Farm;<br>▪ Cory Decarbonisation Project;<br>▪ Sea Link;<br>▪ Oxfordshire Strategic Rail Freight Interchange;<br>▪ Western Rail Link to Heathrow;<br>▪ Perrys Farm Hazardous Waste Management Facility;<br>▪ River Thames Scheme; and<br>▪ Slough Multifuel Extension Project. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 52 of 60

**Table 9-4 - Intra-Project Cumulative Effects Summary**

| SA Objective | Significance | Summary |
|---|---|---|
| SA1: Natural Capital | +/- | There is potential for cumulative loss of natural capital if multiple developments, across similar timeframes were to come forward. Although it is assumed that any protected species or sites would be mitigated at a project level, there are wider impacts on natural capital. There is potential for positive effects through the incorporation of natural capital approaches (TfSE, Local Transport Plans, Local Plans) and the enhancement of existing sites providing natural capital. |
| SA2: Materials and Waste | +/- | There is potential for negative cumulative effects upon materials and waste as a result of large-scale projects (NSIPs). Additionally, if developments across similar timeframes were to come forward, this has potential to negatively affect materials and waste. However, strategies and plans (TfSE, Local Transport Plans, Local Plans) include circular economy principles that may contribute to potential positive effects on waste. |
| SA3: Soils | +/- | Potential negative cumulative effects on soils may arise as a result of a number of large scale projects, such as NSIPs, coupled with other development in the Borough and surrounding area. This could lead to a cumulative loss of land, some of which may be BMV land and not brownfield land. However, positive cumulative effects could arise if the majority of the of proposed developments are situated on brownfield sites. |
| SA4: Biodiversity | +/- | There is potential for cumulative loss, damage or fragmentation of statutory and non-statutory sites and habitats if multiple developments, across similar timeframes were to come forward. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. There is potential positive effects through the incorporation of biodiversity net gain (TfSE, East West Rail) and green infrastructure (TfSE, Local Transport Plans, Local Plans). |
| SA5: Green Infrastructure | +/- | There is potential for the cumulative loss of green infrastructure if multiple developments, across similar timeframes were to come forward. However, there is potential positive effects through the incorporation of green infrastructure incorporations within developments (TfSE, Local Transport Plans, Local Plans). |
| SA6: Air Quality | +/- | Temporary negative cumulative effects have the potential to result during the construction phase, if multiple developments were to come forward. Construction of these developments may reduce the air quality through an increase in particulate matter and dust.<br><br>Positive cumulative effects will result through the development of sustainable transport schemes. In combination with the Local Transport Plan's objectives, this will increase access to public transport modes, reducing the use of a private car, and therefore improving air quality. Further positive cumulative effects will result from the reduction in journey times and congestion on the highway network. |
| SA7: Greenhouse Gases | +/- | There is potential for increased development to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic as well as embodied carbon due to development.<br><br>However, there may be cumulative benefits from transport initiatives (including East West Rail, TfSE and neighbouring transport plans) and low carbon developments (as set out in neighbouring local plans) in reducing greenhouse gases. |
| SA8: Climate Resilience | + | Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented across multiple plans (as set out in neighbouring Local Plans). |
| SA9: Noise | +/- | There may be cumulative reductions in noise from transport initiatives (TfSE, neighbouring local transport plans) encouraging a move towards sustainable transport modes, reducing road traffic noise. However, temporary negative cumulative effects have the potential to result during the construction phase, if multiple developments were to come forward during the same timeframe. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 53 of 60

| SA Objective | Significance | Summary |
|---|---|---|
| **SA10: Landscape and Townscape** | +/- | The provision of public realm improvements through neighbouring local plans and strategies, neighbouring transport plans, and TfSE could help to increase and improve the open space offering as well as the setting of the Borough's townscape and landscape. This will result in positive cumulative effects. However, multiple developments (in particular tall buildings in neighbouring Boroughs) could result in a cumulative loss of open spaces. |
| **SA11: Historic Environment** | +/- | There is potential for both positive and negative, direct and indirect cumulative effects on nationally and locally designated heritage assets, and their unique settings. This is in addition to cumulative effects on undesignated and unknown assets, which are also important. However, well-designed developments and infrastructure could present opportunities to enhance the quality of visual amenity of heritage assets by managing public access to or from the historic features. This could have additional cumulative benefits for identity, health and wellbeing and placemaking. |
| **SA12: Water Quality** | +/- | There is potential for cumulative impacts on surface water and groundwater quality, particularly from physical alteration as a result of development. Water quality measures are likely to be specific to each development, but there may be cumulative benefits if implemented Borough-wide. |
| **SA13: Flooding** | +/- | There is potential for cumulative increase in surface water runoff and flood risk, particularly from physical alteration as a result of development and increases in impermeable surfaces. Drainage measures are likely to be specific to each development, but there may be cumulative benefits if implemented Borough-wide |
| **SA14: Population** | +/- | There is a potential for negative cumulative effects to result if multiple developments were to come forward as a result of neighbouring local plans due to the increased strain on existing community facilities due to the increased demand from new populations.<br><br>Positive effects would result from the provision of new infrastructure and transport schemes, improving access and connectivity to community facilities and services, especially for the people who cannot drive or do not have access to a private car. Further positive cumulative effects would result following the introduction of the new public transport schemes (TfSE, neighbouring local transport plans). This will enable people who cannot drive or own a private car to have greater access to education, jobs, and community facilities. |
| **SA15: Health** | +/- | There is a potential for negative cumulative effects to result if multiple housing developments as part of neighbouring local plans were to come forward, due to the increased strain on existing community health facilities resulting from the increased demand from new populations.<br><br>The provision and improvements to the active travel, public realm and open spaces, as part of developments arising from neighbouring local transport plans and neighbouring plans, will result in positive effects on the health and wellbeing of the population in the region. This is because access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life, as well as helping to- bind communities together, reduce loneliness, and mitigate the negative effects of air pollution and excessive noise. |
| **SA16: Economy and Employment** | + | There are likely to be positive cumulative economic benefits across the Borough following the developments of neighbouring Local Plans, neighbouring local transport plans, TfSE and NSIPs, alongside the Local Plan. These developments are likely to result in increased connectivity across London and the wider south east region, an increase in employment opportunities, and improved access to employment. |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 54 of 60

# 10 Mitigation, Enhancement and Monitoring

## 10.1 Mitigation and Enhancement Measures

10.1.1. Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of SA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

10.1.2. The mitigation measures proposed in **Table 10-1** are designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the SA Objectives. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability.

10.1.3. Policy specific mitigation measures have been included within **Appendix D**.

10.1.4. The SA Assessment has identified recommendations identified throughout the assessment of the LTP. These have been taken from the SA Report, EqIA and HRA. It should be noted that these are different from the mitigation measures, as they focus on potential changes to the LTP, rather than measures identified in response significant effects. These recommendations have been put forward to WBC and changes will be considered by WBC during the preparation of the LTP.

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 55 of 60

**Table 10-1 - Proposed Mitigation and Enhancement Measures**

| SA Objective | Mitigation/Enhancement | Mechanism |
|---|---|---|
| SA4: Biodiversity | Consideration needs to be given to the potential effects of construction and operation of developments (noise, vibration and air pollution) on international, national and locally designated sites of importance for biodiversity. Sites should be surveyed prior to development to establish all habitats and species in the area.<br><br>In order to maximise sustainability benefits and compliance with national biodiversity policy, transport interventions must commit to at least 10% biodiversity net gain.<br><br>Infrastructure schemes should incorporate design measures that lessen the impact on biodiversity and include enhancements through the application of the Mitigation Hierarchy.<br><br>Where a transport project is likely to have a significant effect on the natural environment the avoidance-mitigation-compensation hierarchy applies, for example, less damaging alternatives should be sought with regards impacts to high value ecological and landscape receptors. | Project level design and assessment (including noise assessments/ surveys)<br><br>Inclusion within preferred LTP policies |
| SA6: Air Quality<br><br>SA9: Noise | Consideration needs to be given to the potential effects of construction and operation of the interventions on local noise and air quality receptors including schools and residential buildings.<br><br>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented. | Inclusion within preferred LTP policies |
| SA7: Greenhouse Gases | Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy and should consider BREEAM and BREEAM Infrastructure.<br><br>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented. | Project level design and assessment<br><br>Inclusion within preferred LTP policies |
| SA10: Landscape and Townscape | Sensitive design should be considered within the action plans to ensure positive effects on local townscapes and landscapes.<br><br>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented, to improve the landscape and townscape setting. | Project level design and assessment<br><br>Project level landscape and visual impacts assessments<br><br>Inclusion within preferred LTP policies |
| SA11: Historic Environment | Sensitive design should be considered within the action plans to ensure positive effects on local historic assets.<br><br>Measures to discourage individual car trips over other alternative transport modes (active, shared and public transport) should be implemented, to reduce the air quality related damage to historic assets.<br><br>Development should consider impacts on designated areas including the Conservation Areas within Wokingham.<br><br>Where development is located within designated areas, a process of trial trenching should be undertaken to record and register what buried archaeological assets.<br><br>Where action plan interventions are located within, or 500m outside of a designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation. | Historic Landscape Characterisation<br><br>Project level design and assessment<br><br>Inclusion within preferred LTP policies |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 56 of 60

| SA Objective | Mitigation/Enhancement | Mechanism |
|---|---|---|
| SA13: Flooding | Where developments are located within flood zones or flood risk areas, SuDS should be included with scheme design. <br><br> If located within a flood zone, the Environment Agency would need to permit any work to ensure there is no increase in flood risk, taking into account climate uplifts. | Project level design and assessment |
| SA14: Population | Ensure that the action plan interventions are accessible for all, including low income groups. <br><br> Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups). <br><br> Where public transport developments are proposed, consideration should be given to the accessibility of vulnerable groups, to ensure they are able to access public transport and services are inclusive. | Inclusion within preferred LTP policies <br><br> Project level design and assessment |
| SA15: Health | Active travel provision should be accessible for all, including those using hand cycles. | Inclusion within preferred LTP policies <br> Project level design and assessment |
| SA16: Economy and Employment | Action plan interventions should remain accessible for all to ensure connectivity with employment opportunities. <br><br> Where possible, developments should work with local businesses and employers to source materials and workforces. | Project level design and assessment |

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 57 of 60

## 10.2 Monitoring Measures

10.2.1. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action taken. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

10.2.2. The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SA, and to deal with any unforeseen problems.

10.2.3. **Table 10-2** below sets out some of those monitoring measures which would be suitable in monitoring those uncertain residual effects outlined above.

### Table 10-2 – Potential Monitoring Measures

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 58 of 60

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

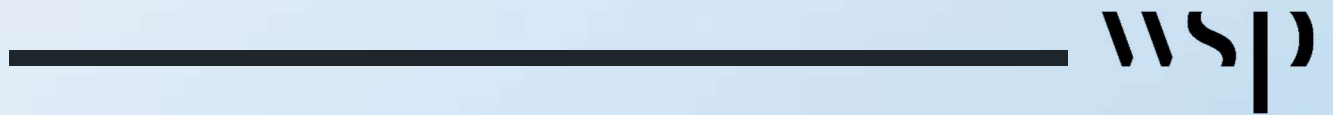Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 59 of 60

# 11    Next Steps

11.1.1.    Following the publication of this Final SA Report and the Final LTP, an SA post-adoption statement will be produced. The post-adoption statement will document how environmental, health, and socio-economic considerations, the views of consultees, and the outcomes of the SA have been taken into account in the adopted LTP.

11.1.2.    An indicative timetable of the remaining stages of the SA and LTP have been included in **Table 11-1** below.

**Table 11-1 – Indicative Local Transport Plan 4 and SA Timetable**

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

Local Transport Plan 2025: Connecting People and Places
Project No.: 70102232
Wokingham Borough Council

Public | WSP
January 2025
Page 60 of 60

# Appendix A

**SEA Assurance Checklist**

WSP

**WSP**

Table A-1 sets out the quality assurance checklist, taken from the Office of the Deputy Prime Minster's Practical Guide to the Strategic Environmental Assessment Directive[10].

**Table A-1 - Quality Assurance Checklist**

| Item | Where this has been addressed |
|---|---|
| *Objectives and Context* | |
| The plan's purpose and objectives are made clear. | Section 2.2 of the Environmental Report sets out the plan's vision and objectives. |
| Environmental issues and constraints, including international and environmental protection objectives, are considered in developing objectives and targets | Key sustainability issues have been identified through a review of relevant plans and programmes (see Appendix C, Section 4.1, 4.2 and 4.3) and analysis of baseline conditions (see Appendix C). These have informed the development of the SEA Framework presented in Section 4.3. |
| SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate | Section 4 sets out in detail how the SEA framework has been devised. |
| Links with other related plans, programmes and policies are identified and explained. | A review of plans policies and programmes is set out in Appendix C. |
| Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described. | Section 5 tests the compatibility of the SEA framework objectives against the LTP draft objectives. |
| *Scoping* | |
| Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report | The statutory consultees were consulted on the Scoping Report in July 2023. The Environmental Report has been consulted on alongside the draft LTP, and consultation comments considered within the final Environmental Report. |
| The assessment focuses on significant issues. | Key sustainability issues have been identified in the baseline analysis contained in Appendix C. Section 4.1 summarises the key sustainability issues identified. |
| Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit | Section 3.4 discusses the assumptions and limitations encountered. |
| Reasons are given for eliminating issues from further consideration. | No issues have been knowingly eliminated from the assessment at this stage. |
| *Alternatives* | |

---

[10] Office of the Deputy Prime Minster's Practical Guide to the Strategic Environmental Assessment Directive, 2005 [online] available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf

| Item | Where this has been addressed |
|---|---|
| Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant. | Section 8.2 assesses the policy alternative, which for this reflected a 'do minimum scenario' – Application of the 'business as usual scenario' – Application of the existing LTP3. |
| The environmental effects (both adverse and beneficial) of each alternative are identified and compared | Alternative policies have both been assessed using the same criteria as the proposed policies and sites. A summary in Section 8.2 is provided that details their performance against the proposed measures and actions. |
| Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained | Where possible, this has been highlighted within the assessment and detailed in Section 8.2. |
| Reasons are given for selection or elimination of alternatives. | A summary in Section 2, Section 8.2 is provided that details their performance against the proposed policies. |
| **Baseline Information** | |
| Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described. | Appendix C of this SEA Report presents the baseline analysis of the Borough's social, economic and environmental characteristics including their likely evolution without the LTP. |
| Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan. | Section 3.3 sets out the criteria for assessing the spatial extent of effects. This has been further documented throughout the assessment in Appendix D. |
| Difficulties such as deficiencies in information or methods are explained. | Section 3.4 discusses the assumptions and limitations encountered. |
| **Prediction and evaluation of likely significant environmental effects** | |
| Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant; other likely environmental effects are also covered, as appropriate | Sections 5 and 6 summarise the appraisal of the sustainability performance of the LTP. The Objectives and Policies are appraised. Detailed appraisal matrices are also provided at Appendix D. |
| Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed. | Positive and negative effects are considered within the appraisal matrices and within Section 6. Potential effects are identified in the short, medium and long-term. The temporal scope for short-, medium- and long-term effects is defined in Section 3.3. |
| Likely secondary, cumulative and synergistic effects are identified where practicable. | The potential for cumulative and synergistic effects is considered in Section 9. These have also been highlighted within the assessment of LTP (Appendix D). |
| Inter-relationships between effects are considered where practicable. | Inter-relationships between effects are identified in the assessment commentary, where appropriate. These have also been assessed as part of the Intra-project cumulative effects. |
| The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds | These have been detailed in Appendix C and identified where appropriate within the commentary for assessment. |

| Item | Where this has been addressed |
|---|---|
| Methods used to evaluate the effects are described. | These have been detailed in Section 3.3 and Appendix C. |
| *Mitigation Measures* | |
| Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated. | These have been outlined in Section 10. |
| Issues to be taken into account in project consents are identified. | These have been outlined in Section 10. |
| *The Environmental Report* | |
| Is clear and concise in its layout and presentation | The SEA Report is clear and concise. |
| Uses simple, clear language and avoids or explains technical terms | Clear non-technical language has been used throughout. |
| Uses maps and other illustrations where appropriate. | Figure and tables have been used to present information where appropriate. |
| Explains the methodology used. | Methodology is set out in Sections 3.2, 3.3, 3.4, 3.5, and the thresholds for assessment are detailed in Appendix D. |
| Explains who was consulted and what methods of consultation were used. | Section 2.1 sets out the work and consultation undertaken to date. The statutory consultees were consulted on the Scoping Report in July 2023. The Environmental Report has been consulted on alongside the draft LTP, and consultation comments considered within the final Environmental Report. |
| Identifies sources of information, including expert judgement and matters of opinion | Section 3.3 and Appendix C identify sources of information used to inform the assessment. |
| Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA. | A non-technical summary has been included separately. |
| *Consultation* | |
| The SEA is consulted on as an integral part of the plan-making process | The statutory consultees were consulted on the Scoping Report in July 2023. This SEA Report has been consulted on alongside the draft LTP. |

| Item | Where this has been addressed |
|---|---|
| Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report. | This SEA Report has been consulted on alongside the draft LTP. This will give opportunities for statutory consultees, stakeholders and members of the public to comment on the findings of the SEA. |

**_Decision-making and information on the decision_**

| | |
|---|---|
| The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme | Responses received to this SEA Report will be taken into consideration in future iterations of the report. |
| An explanation is given of how they have been taken into account. | This will be detailed in the post-adoption statement, which will be produced once the LTP has been adopted. |
| Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered. | This will be detailed in the post-adoption statement, which will be produced once the LTP has been adopted. |

**_Monitoring measures_**

| | |
|---|---|
| Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA. | Proposed monitoring measures are set out in Section 10.2. This details potential indicators and where possible are linked targets within the LTP. |
| Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA. | This will be detailed in the post-adoption statement, which will be produced once the LTP has been adopted. |
| Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.) | Proposed monitoring measures are set out in Section 10.2. These are proposed for those residual significant effects – in this case these are just uncertain effects. |
| Proposals are made for action in response to significant adverse effects. | |

# Appendix B

## Consultation Comments

WSP
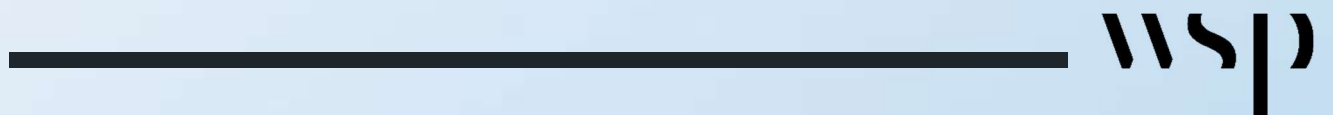
Table B-1 details the consultation responses received from Statutory Consultees on the Wokingham LTP SA Scoping Report.

It should be noted that the SA Report was consulted on alongside the draft LTP, however no specific comments were received in relation to the SA Report.

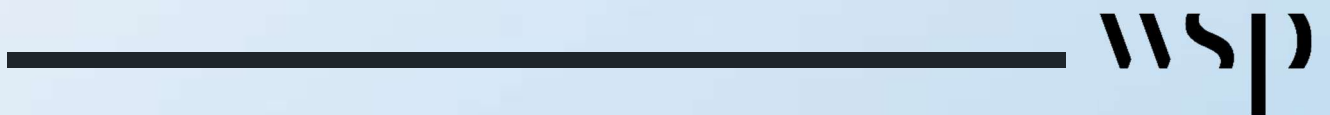**Table B-1 - Consultation Responses on Wokingham LTP Scoping Report**

| Consultee | Comment | WSP Response | Where addressed? |
|---|---|---|---|
| | Broadly we support the policy context and baseline information presented, with the following minor caveats and clarifications. | Noted. No action required. | N/A |
| | In Table 4-1 - key messages from the policy review - the first and final bullet points on the historic environment would benefit from a little tweaking, without affecting the essence of the points being made. We suggest wording for consideration, noting the importance of heritage significance and potentially simplify the final bullet: "Conserve and enhance the significance of nationally and locally designated cultural and heritage assets as well as those which are undesignated." "Ensure that transport development within historic areas or near to historic buildings and places respects their character and context, and does not detract from the quality of the built environment." | WSP have amended the wording of Table 4-1 to reflect this comment. | Scoping Report (Appendix C to the SA Report) |
| | Table 5-4 focuses on biodiversity, flora and fauna issues and opportunities. We suggest recognition that the natural environment and historic environment often overlap and, as a result, there are benefits where appropriate of considering them together in a more holistic way. Possible wording of a sustainability issue: "The natural environment and the historic environment often overlap. Consideration should be given to the importance and role of heritage and character when considering landscape." | WSP have considered this comment and the enhancements the natural environment/biodiversity can bring to the historic environment when assessing the LTP and Action Plan. | N/A |
| Historic England | Possible wording of a sustainability opportunity, editing an existing bullet: "LTP presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale, which has the potential to deliver heritage benefits too." | WSP have considered this comment and natural environment/biodiversity enhancements to heritage assets when assessing the LTP and Action Plan. | N/A |
| | On page 38, I am not sure how helpful it is to state exact numbers of listed buildings within key towns. Might this be edited to refer more generally to the places where there is a concentration of designated heritage assets, while also adding the qualitative aspect e.g. noting if there are focal points for highly designated assets (such as GI and GII* listed buildings, GI and GII* Registered Parks and Gardens and Scheduled Monuments). The current baseline should refer to Registered Parks and Gardens (RPGs). Also, note that RPGs are graded in the same way as Listed Buildings. This detail should be added to Figure A-4. | Page 38 has been amended to reflect the changes proposed. Reference to listed buildings has been amended, with inclusion of RPGs. RPGs are also included on Figure A-4. | Scoping Report (Appendix C to the SA Report) |
| | In Table 5-12, as WSP will be aware, the setting of components of the historic environment can include various aspects. This need not be made explicit in the scoping report, but we assume this will feature as appropriate in related work e.g. linked with noise, not solely visual impacts. Also, we suggest adding a bullet on enhancing access to heritage as a sustainability opportunity. While this may be covered by the opening bullet on enhancing the understanding and appreciation of assets, the example given suggests a different focus to that element. An additional bullet could simply be: "Improving access and accessibility to heritage assets." | WSP have included the additional bullet within Table 5-12. This has also been carried forward into the main SA Report and decision making criteria. | Scoping Report (Appendix C to the SA Report), SA Report - Section 4.3 |

| | | | |
|---|---|---|---|
| | While the text is relatively clear on designated heritage assets, it is not as clear on non-designated heritage assets (NDHAs). We suggest adding a short paragraph on NDHAs to the current baseline text, including appropriate reference to any Local List(s) and the local Historic Environment Record. | WSP have investigated non-designated heritage assets as part of the baseline investigation into Wokingham's historic environment. All relevant historic assets have been included within the baseline. | Scoping Report (Appendix C to the SA Report) |
| | We broadly support the objectives put forward, including those relevant to heritage - in particular "To protect and enhance the Borough's historic environment, including heritage resources, historic buildings, historic landscapes and archaeological features." | Noted. No action required. | N/A |
| | We note that the Scoping Report does not include a draft decision-making criteria and infer the intention is to develop relevant criteria as part of the next steps undertaken. As a result, it is not yet clear that the approach to assessing potential heritage impacts is appropriate; but we look forward to further engagement as plans for the SA progress. Clearly, careful consideration will be needed on the criteria used to test draft proposals/policies against the objective. | WSP have developed a decision making criteria as part of the SA process and have referred to this throughout the assessment of the LTP and Action Plan. | SA Report - Section 4.3 |
| | When assessing schemes, we emphasise the importance of an approach centred on the significance of heritage assets (rather than solely based on proximity to assets) and encourage early engagement with the Council's conservation team and archaeological advisers, and for that engagement to be continued throughout preparation of the SA. | WSP have considered the significance of heritage assets throughout their assessment of the LTP. | SA Report, Appendix A, Appendix D |
| **Natural England** | Natural England agrees with the scope of the SEA and has no further comments to make on this SEA scoping report for the Local Transport Plan 4. However, we refer you to the advice in the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan. | Noted. No action required. | N/A |
| **Environment Agency** | N/A | The Environment Agency were contacted for consultation response on the Wokingham Borough Council LTP Scoping Report but no response was received. | N/A |

# Appendix C

**Scoping Report, SEA Policy Review and Baseline Information**

wsp

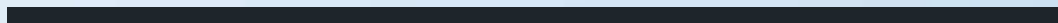# WSP

# Appendix D

## Assessment of LTP Policies

WSP

WSP

# Appendix E

## Equalities Impact Assessment

WSP

# WSP

# wsp
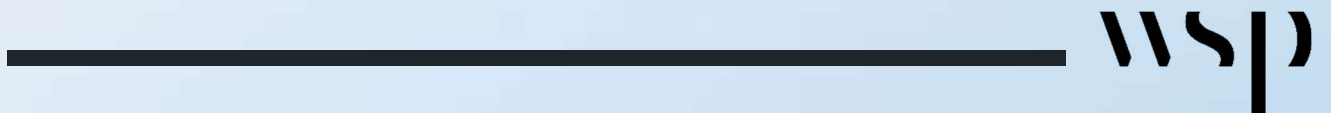
Matrix House
Basing View
Basingstoke, Hampshire
RG21 4FF

**wsp.com**

Public