# Appendix 3
## LTP3 Strategic Environmental Assessment (SEA)

# Bracknell Forest Council Local Transport Plan 3 Core Strategy
# Strategic Environmental Assessment
# Environmental Report

**March 2011**

www.bracknell-forest.gov.uk/LTP3

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## Glossary of Terms

| Term | Meaning / Definition |
|---|---|
| Baseline: | A description of the present and future state of an area, in the absence of any plan, taking into account changes resulting from natural events and from other human activities. |
| Consultation Body: | An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies, designated in the SEA Regulations are the English Heritage, Natural England and the Environment Agency. |
| Environmental appraisal: | A form of environmental assessment used in the UK (primarily for development plans) since the early 1990s, supported by 'Environmental Appraisal of Development Plans: A Good Practice Guide' (DoE, 1993); more recently superseded by sustainability appraisal. Some aspects of environmental appraisal foreshadow the requirements of the SEA Directive |
| Environmental assessment: | Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision-making. The term "Environmental Impact Assessment" (EIA) is used, as in European Directive 337/85/EEC, for assessments of projects. In the SEA Directive, an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements |
| Environmental Report: | Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme. |
| European Sites | Include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). HRA is also required, as a matter of UK Government policy for potential SPAs (pSPA), candidate SACs (cSAC) and listed Wetlands of International Importance (Ramsar sites) for the purposes of considering plans and projects, which may affect them[1]. |
| Habitats Regulations Assessment: | An assessment of proposed plans or projects which are likely to have a significant effect on one or more European sites, either individually or in combination with other plans and projects. The effects of a plan are assessed against the conservation objectives |

[1] Planning Policy Statement 9: Biodiversity and Geological Conservation, ODPM (August 2005)

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| | of a European site to determine whether it would adversely affect the site's integrity[2]. The requirement arises from the Habitats Regulations (1994) implementing the Habitats Directive (92/43/EEC) and the Conservation (Natural Habitats) (Amendment) Regulations (2007). |
| Health Impact Assessment: | Health Impact Assessment. 'A combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population'[3]. |
| Indicator: | A measure of variables over time, often used to measure achievement of objectives |
| Mitigation: | Used in this guidance to refer to measures to avoid, reduce or offset significant adverse effects |
| Responsible Authority: | In the SEA Regulations, means an organisation which prepares a plan or programme subject to the SEA Directive and is responsible for the SEA. |
| Scoping: | The process of deciding the scope and level of detail of an SEA, including the environmental effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report. |
| Significant effect: | Effects which are significant in the context of the plan. (Appendix II of the SEA Directive gives criteria for determining the likely environmental significance of effects) |

# Acronyms

| Acronym | Meaning / Definition |
|---|---|
| AQMA | Air Quality Management Area |
| AMR | Annual Monitoring Report |
| BAP | Biodiversity Action Plan |
| BVPI | Best Value Performance Indicator |
| CLG | Communities and Local Government |
| CO | Carbon Monoxide |
| $CO_2$ | Carbon Dioxide |
| DaSTS | Delivering a Sustainable Transport Strategy |
| dB(A) Leq | Leq is a symbol that represents "Equivalent Continuous Noise Level". The result |

[2] Integrity is describe as the sites' coherence, ecological structure and function across the whole area that enables it to sustain the habitat, complex of habitats and/or levels of populations of species for which it was classified

[3] World Health Organization. Gothenburg consensus paper. Health Impact Assessment: Main concepts and suggested approach (http://www.who.dk/document/PAE/Gothenburgpaper.pdf, accessed 15/08/06). Brussels: WHO European Centre for Health Policy, 1999.

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| | is expressed in dB(A), which gives a reasonable approximation of the human perception of loudness. |
| DCMS | Department for Culture, Media and Sport |
| DDA | Disability Discrimination Acts |
| Defra | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| DH | Department of Health |
| DPD | Development Plan Document |
| EEC | European Economic Community |
| EHO | Environmental Health Officer |
| EIA | Environmental Impact Assessment |
| EqIA | Equality Impact Assessment |
| ER | Environmental Report |
| ETP | Education, Training and Publicity |
| EU | European Union |
| GHG | Greenhouse Gases |
| GIS | Geographic Information System |
| HA | Highways Agency |
| HIA | Health Impact Assessment |
| HRA | Habitats Regulation Assessment |
| IMD | Indices of Multiple Deprivation |
| ITS | Intelligent Transportation System |
| KSI | Killed or Seriously Injured (road safety) |
| LBAP | Local Biodiversity Action Plan |
| LDF | Local Development Framework |
| LIP | Local Implementation Plan |
| LNR | Local Nature Reserve |
| LSOA | Lower Layer Super Output Area |
| LTP | Local Transport Plan |
| MRC | Medical Research Council |
| NATA | New Approach to Appraisal |
| NI | National Indicator |
| $NO_2$ | Nitrogen Dioxide |
| $NO_x$ | Nitrogen Oxides. Nitric oxide (NO) and nitrogen dioxide ($NO_2$) are together commonly referred to as $NO_x$ |
| NNR | National Nature Reserve |
| ODPM | Office of the Deputy Prime Minister (now CLG) |

| | |
|---|---|
| ONS | Office for National Statistics |
| PCT | Primary Care Trust |
| PDL | Previously Developed Land |
| PM | Particulate Matter |
| PM10 | Particulate Matter < 10µm |
| PPPs | Policies, Plans and Programmes |
| PPG | Planning Policy Guidance |
| PPS | Planning Policy Statement |
| PSA | Public Service Agreement |
| RoWIP | Rights of Way Improvement Plan |
| RQO | River Quality Objective |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SCOOT | Split Cycle Offset Optimisation Technique |
| SEA | Strategic Environmental Assessment |
| SPA | Special Protection Area |
| SPZ | Source Protection Zones |
| SSSI | Site of Special Scientific Interest |
| SUDS | Sustainable Drainage Systems |
| TAG | Transport Analysis Guidance |
| TAMP | Transport Assessment Management Plan |
| TaSTS | Towards a Sustainable Transport System |
| UK | United Kingdom |
| UN | United Nations |
| UNESCO | United Nations Educational, Scientific and Cultural Organization |
| UTC | Urban Traffic Control |
| WHO | World Health Organisation |

# Non-Technical Summary

## *What is Strategic Environmental Assessment?*

Strategic Environmental Assessment (SEA) is a process to ensure that significant environmental effects arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision-makers, monitored and that opportunities for public involvement are provided.

A particular form of SEA has been introduced by the European Union Directive 2001/42/EC, also known as the SEA Directive. This Directive was transposed into English law through 'The Environmental Assessment of Plans and Programmes' [Statutory Instrument 2004 No 1633] which lays out the legal requirements to comply with the Directive.

The objective of an SEA is "*to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans …… with a view to promoting sustainable development*".

## *How does this relate to the LTP3?*

Bracknell Forest Borough Council is currently carrying out an SEA alongside the development of the third Local Transport Plan 2011-2026 (LTP3).

The aim of this SEA is to ensure that the considerations of sustainable development and environmental protection are ingrained into the plan-making process, influencing all stages of the LTP3 development. Therefore there have been numerous iterations whereby the results of the SEA have fed into and informed the development of the final LTP3.

## *Process*

In January 2010 a Scoping Report was produced by Bracknell Forest Borough Council. This was sent out to consultation with the 4 statutory organisations with environmental responsibility, which helped develop and refine the assessment methodology. This scoping occurred early, in relation to the LTP3 timetable, which enabled environmental information to be fed through to the plan-makers and decision-makers before the drafting of the LTP3.

As the LTP3 evolved, various options were selected for achieving the objectives of the plan. These options were assessed using the methodology proposed at the scoping stage, in order to highlight the positive and negative environmental effects of each option. This assessment is in the context of other guidance and targets, and requires the prediction of significant environmental effects against baseline data. The full process was reported in the draft Environmental Report, a public consultation document. Comments received on this document were incorporated into the final Environmental Report and SEA Statement, which will be submitted with the Local Transport Plan. These documents show how the process has informed decisions in the LTP3 and summarises the changes made as a result of SEA.

There has been a close working relationship between the plan-makers and the SEA officer throughout the whole of the SEA process, to ensure any relevant suggestions have been integrated from an early stage.

An initial assessment of several broad strategic alternatives recommended that the option which would be most beneficial to the environment is reducing the need for travel by land-use decisions locating services and housing in close proximity. This is likely to contribute towards reducing vehicle mileage, whilst remaining an equitable option.

The most sustainable options emerging from the SEA are those which address issues such as:-

- Reducing emissions of pollutants attributable to traffic which can improve local air quality and limit greenhouse gas emissions which contribute towards climate change. This can be achieved by a package of options which reduce the need for travel by private car.
- Providing access to a range of transport modes for all the community, in particular those which may currently be excluded such as disabled users and those without access to a car. Options which contribute towards this include engineering measures, such as parking provision and tactile pavements, improving safety or making travel more affordable.
- Reducing congestion, which can have negative environmental and economic impacts. Options which achieve this include provision of reliable, affordable public transport, road safety measures and travel plans for schools and businesses.
- The SEA has also suggested methods of implementation and mitigation for each of the options. These include measures such as positive management for biodiversity and careful use of resources, for example energy-efficient lighting and use of recycled materials in construction.

### *Public Involvement*

There have been two consultation stages associated with the SEA process to gain consensus on environmental issues and provide the opportunity for the public and experts to input into the process. These have included a Scoping Report, which set out the methodology for, and the extent of the assessment, and an Environmental Report, which set out the significant impacts arising from various options within the LTP3. After taking into account comments from both consultation periods, an SEA Statement has been produced giving details on how the SEA process has influenced the plan along with any mitigation measures and future monitoring.

### *What difference has the process made?*

The SEA process has enabled the incorporation of environmental and sustainability considerations in strategic decision making. This has been possible by commencing the SEA early in the plan-making process and appraising the environmental implications of the provisional LTP3 before finalising and adopting the plan. Recommendations made in the draft Environmental Report were taken on board during the production of the final LTP3.

Strategic Environmental Assessment has dealt with impacts which are not considered at the project level, such as cumulative and synergistic impacts of multiple projects. It is also able to look at larger-scale environmental impacts such as those on biodiversity and climate change in a more effective way than project-level Environmental Impact Assessment (EIA).

The SEA has indicated that the Bracknell Forest Transport Plan is likely to have very few significant negative environmental effects. In fact, the LTP3 seeks improvements from the 'no plan' option across the range of SEA objectives, in particular air quality, climate change and access to services. However, some potential areas of concern have been identified for the longer term, and measures to help mitigate and monitor these effects have been recommended.

### *Future Stages*

This final Environmental Report takes into account comments from the consultation on the draft Report, issued for consultation between November 2010 and January 2011.

An SEA Statement has also been produced giving details on how the SEA process has influenced the plan, along with any mitigation measures and future monitoring. The Environmental Report will be submitted with the Final LTP3 in March 2011. The SEA Statement will also be made available to environmental authorities and the public once the LTP3 has been adopted, to ensure they are informed of the outcome.

A monitoring framework has been put in place to measure the significant environmental outcomes of the LTP3, in order to establish whether the aims of the SEA have been fulfilled.

# 1.0 Introduction

## *Purpose of this document*

**1.1** This document is the Final Environmental Report for the Strategic Environmental Assessment (SEA) of the Bracknell Forest Local Transport Plan (LTP3) Core Strategy.

**1.2** SEA is required of LTP3 under European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). An HIA is required by a number of UK White Papers on public health strategy. Further emphasis has been given by the introduction of the Local Government and Public Involvement in Health Act 2007 and a specific requirement for HIA in the Department for Transport (DfT) LTP3 guidance published in 2009.

**1.3** This document accompanies the Final LTP3 Core Strategy.

## *Bracknell Forest Local Transport Plan 3*

**1.4** Local Transport Authorities are required to produce a Local Transport Plan (LTP) as set out in the amended Local Transport Act 2008. Bracknell Forest Council has published two LTPs which cover five year periods whereby the current LTP2 runs until March 2011. LTP3 must be adopted by 31 March 2011.

**1.5** The geographical scope of LTP3 is proposed to be for Bracknell Forest Borough. A joint chapter relating to each of the 6 Berkshire Unitary Authorities will be produced. The Berkshire Strategic Transport Forum will oversee this element of the document.

**1.6** This strategy document will set out the key transport related challenges facing the Borough during its planned period and will set out in a set of polices what the authority wants to achieve and how it will be done. A separate implementation plan covering a 3 year period is envisaged to align with funding.

**1.7** It will relate to all transport to, from and within Bracknell Forest and consider the transport needs of both people and freight including transport services and maintenance, management and best use of transport assets.

**1.8** A further key component of LTP3 is the need to demonstrate that it accords with the Department for Transport's 'Delivering a Sustainable Transport System' (DaSTS) guidance (November 2008). DaSTS sets out the Governments approach to strategic transport planning and sets key goals with which LTP3 must be in accordance. This is a further reason for adopting a broad scope for the SEA.

**1.9** Preparation of LTP3 will take account of other plans and strategies including the Bracknell Forest Sustainable Communities Strategy and the Bracknell Forest Local Development Framework (LDF) which is the collective name for development plans. In addition to the adopted Core Strategy DPD, the priority documents in the LDF include a Site Allocations DPD which identifies key sites for the delivery of housing, employment, services and infrastructure; and two area specific development briefs, the Amen Corner SPD and the Warfield SPD.

**1.10** LTP3 Strategy will run to 2026 to align with the Core Strategy DPD with the first Implementation Plan will run for 3 years to March 2014. It will promote the existing and high quality infrastructure for cars, buses, pedestrians and cyclists and technical work on LTP3 will be informed by the Council's new transport model. LTP3 will be target based taking account of the Local Area Agreement and National Indicators.

## *The Current Transport Situation*

**1.11** Bracknell Forest is a small unitary authority in South East England with a population of 110,000 (2001 Census). The Borough contains a diverse range of urban and rural environments and includes the medium-sized town of Bracknell and smaller settlements of Sandhurst and Crowthorne. A profile of the Borough is presented in Background Paper 1 – Context and is replicated in Figure 1.1.

**Figure 1.1 – Profile of Bracknell Forest**

Bracknell Forest Borough is located at the heart of the Thames Valley, just 40 kilometres to the west of London in the South East of England within the county of Berkshire. Covering an area of 110km$^2$, in 2009 it was a home to a population of 115,100 (ONS, 2010).

It has a high quality local environment, incorporating a wide area of the Thames Basin Heaths Special Protection Area, and an excellent communication network, with direct access to the M3 and M4 motorways and good links to the region's airports, in particular Heathrow. The Borough also enjoys direct rail connections to Reading and London Waterloo and to Guildford and Gatwick Airport.

From it's origins as a small market town, since Bracknell was designated a New Town in 1949 to alleviate the post-Second World War housing shortages, the town has undergone huge expansion. Bracknell New Town was designed on the neighbourhood principle to create new communities, with a primary school, shops, church, community centre and public house at the heart of each of the nine satellite neighbourhoods.

The principle urban area of Bracknell lies in the centre of the Borough, and contains large residential, commercial and industrial areas and the major retail and service facilities. The southern part of the Borough contains the settlements of Crowthorne and Sandhurst.

To the north of the Borough lie the settlements of Binfield, Warfield and Winkfield, whilst North Ascot lies to the east. Part of the northern parishes lie within the Metropolitan Green Belt. A number of these settlements cross boundaries with other authorities, in particular Crowthorne with Wokingham Borough Council and North Ascot with the Royal Borough of Windsor and Maidenhead. Sandhurst, although wholly within the Borough, has strong connections to Camberley, within the authority of Surrey County Council.

The whole of Bracknell Forest is also within the Western Corridor and Blackwater Valley Sub Region and is adjoined by six other authority areas in Surrey and Hampshire:

- Royal Borough of Windsor and Maidenhead (Unitary Authority)
- Wokingham District Council (Unitary Authority)
- Hampshire County Council
- Surrey County Council
- Hart District Council (in Hampshire)
- Surrey Heath District Council (in Surrey)

Our economy and productivity is of above average size compared both regionally and nationally. Bracknell is a key provider of a skilled, well-educated labour force and an important employment centre in the Thames Valley, with the majority of employment in skilled professions with higher salaries than average (Census, 2001). Good access to labour market and the sub-region and London consumer markets, with approximately 1.2m people within a 30-minute drive time, and a high quality local environment, continue to be key attractors to companies who chose to locate in the Borough. The town's businesses include many regional and international headquarters such as Waitrose, Dell, 3M, Hewlett Packard, BMW, Cable and Wireless, Siemens, Fujitsu, Panasonic and two world class research facilities – TRL and Syngenta.

When describing Bracknell Forest, it is very easy to paint a positive view of life in the Borough and to most this is pretty accurate, however such prosperity has not benefited all or been without negative consequences.

In looking at the bigger picture it is much more important to remember that individual lives and experiences are what matter most. It is also important that a high quality of life in the Borough is

available to everyone, and so all those who deliver public services must remain responsive to changing needs and continually strive to improve.

**1.12** Key achievements for the years 2006/07 – 2007/08 of the Local Transport Plan[4] include:

- Number of Killed and Seriously Injured Casualties for 2010 has met the revised Local Area Agreement target of reduction of 54% over the 1994-1998 average.
- Number of Children (under 16) Killed and Seriously Injured for 2010 has met the revised Local Area Agreement target of reduction of 67% over the 1994-1998 average.
- Number of Slight casualties for 2010 has met the revised Local Area Agreement target of reduction of 27% over the 1994-1998 average.
- A successful bid for a government grant of £1.050 million leading to the completion of a new cycleway and footbridge across Mill Lane.
- Work complete on improvements to Bracknell Station's forecourt in partnership with Network Rail and South West Trains including a successful joint-bid for £103,000 of funding from the Department for Transport for accessibility improvements, well above the average award of £24,000.
- There has been an upwards trend over the past five years in the use of smarter choices including cycle and bus patronage created by improvements to the network and promotional events
- Successful capacity improvements to the junctions of John Nike Way / London Road and Bracknell Sports Centre Roundabout allowing more demand through and improving journey times
- Development and implementation of a transport model for Bracknell Forest. This will aid the transport assessment of strategic and development specific planning proposals.

### *Strategic Environmental Assessment*

**1.13** The EU Directive 2001/42/EC (the "SEA Directive") on assessment of effects of certain plans and programmes on the environment came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004[5] (the "SEA Regulations"). The SEA Regulations apply to a wide range of plans and programmes, including LTPs, and modifications to them.

**1.14** The overarching objective of the SEA Directive is:

> *"To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans… with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans… which are likely to have significant effects on the environment." (Article 1)*

**1.15** The main requirements introduced by the SEA Regulations are that:

- The findings of the SEA are published in a draft Environmental Report (ER), which sets out the significant effects of the draft plan, in this case LTP3 Core Strategy;
- Consultation is undertaken on the plan and the Draft ER;
- The results of consultation are taken into account in decision-making relating to the adoption of the plan; and
- Information on how the results of the SEA have been taken into account is made available to the public.

**1.16** SEA extends the evaluation of environmental effects from individual projects to the broader perspective of regional, county and district level plans. It is a systematic process that identifies and

[4] http://www.bracknell-forest.gov.uk/progress-report-for-local-transport-plan-2006-2011-executive-summary.pdf
[5] Statutory Instrument 2004 No. 1663, The Environmental Assessment of Plans and Programmes Regulations 2004

predicts the potential significant environmental effects of plans/programmes, informing the decision making process by testing different alternatives or options against environmental sustainability objectives.

**1.17** The Department for Transport published updated draft guidance[6] in April 2009 on how to carry out SEA for transport plans and programmes in England in accordance with the Directive. In addition, *'A Practical Guide to the Strategic Environmental Assessment Directive'* by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, published in September 2005, provides guidance on how to comply with the Directive in an environmental assessment of a plan or programme.

**1.18** The main work component stages for the preparation of the Bracknell LTP3, both from a transport planning and SEA perspective, are shown in Figure 1.2 below.

### *SEA and New Approach to Appraisal*

**1.19** The New Approach to Appraisal (NATA) is an appraisal framework which aims to improve the consistency and transparency with which transport decisions are made. NATA sets out the Government's five over-arching transport objectives, namely; environment, safety, accessibility, economy and integration. The DfT requires that all forms of transport proposals, including LTPs, are appraised against these objectives. DfT guidance on NATA, as set out in Transport Appraisal Guidance (TAG), notes that NATA appraisal methodologies should be used in undertaking SEA of LTPs.

**1.20** TAG Unit 2.11 (2009) provides guidance on integrating the requirements of the SEA Regulations with NATA, in Table 3.3, which is reproduced below in Table 1.2 of this report. Further information on the technical scope of the SEA, based on this guidance, is provided in Section 3 of the TAG Unit 2.11.

**Table 1.2 - Topics to be addressed as part of SEA**

| NATA Objective | NATA sub-objective | SEA Topic (SEA Directive, Annex If) |
|---|---|---|
| **Environment** | Noise | Human health, Population[7], Inter-relationships |
| | Local air quality[8] | Air, Human health, Population |
| | Greenhouse gases | Climatic factors |
| | Landscape | Landscape |
| | Townscape | |
| | Heritage | Cultural heritage including architectural and archaeological heritage |
| | Biodiversity[9] | Biodiversity, fauna, flora, Soil[10] |
| | Water environment | Water |
| | Physical fitness | Human health, Population |
| | Journey ambience[11] | Population |
| **Safety** | Accidents | Human health, Population |
| | Security | |
| **Economy** | Access to the transport system | |
| | Public accounts | al assets[12] |

[6] Transport Analysis Guidance 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance (2009)

[7] Population is interpreted broadly, referring to effects on people and quality of life. Many NATA indicators incorporate population.

[8] The NATA local air quality indicator does not cover regional air quality, though guidance is given on its assessment. Where regional air quality is likely to be an issue, a local objective may be formulated.

[9] Biodiversity also covers geological interests.

[10] Soil is not explicitly covered by NATA sub-objectives, but is an underlying factor affecting landscape, heritage, biodiversity and the water environment. Where effects on soil are likely to be important a local objective should be formulated.

[11] Journey ambience is not actually in the DfT TAG 2.11 but has been added to this table

| NATA Objective | NATA sub-objective | SEA Topic (SEA Directive, Annex If) |
|---|---|---|
| | Business users and providers | |
| | Consumer users | |
| | | |

Source: Transport Analysis Guidance 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance (2009)

### *SEA / LTP3 Programme Key Milestones*

**1.21** The SEA process has been programmed as follows:

- Commencement: January 2009
- SEA Scoping Consultation: 21 January to 25 February 2010
- Consultation on the LTP3 Consultation Draft and Draft Environmental Report: 29 November 2010 to 17 January 2011
- Publication of final LTP3, the final Environmental Report and SEA Statement: March 2011

### *Consultation in the SEA Process*

**1.22** The SEA Regulations identify three organisations to act as statutory consultation authorities: the Environment Agency, Natural England (formerly English Nature and the Countryside Agency) and English Heritage.

**1.23** Two consultation periods involving the statutory consultation authorities and, in the latter period, the public are set. The consultation periods relate to:

- **Scoping.** The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The consultation authorities are required to give their views within five weeks.
- **The Environmental Report.** The responsible authority is required to invite the consultation authorities and the public to express their opinions on the draft Environmental Report and the plan or programme to which it relates.

### *Scoping Report Consultation*

**1.24** As indicated above, a Scoping Report consultation to establish the scope and methodology for the SEA and to provide the basis for consultation related to the range and level of detail of the Environmental Report was undertaken.

**1.25** Appendix C summarises the main consultees comments received on the Scoping Report and indicates how these comments have been addressed in the preparation of this Final Environmental Report. Comments were received from the Natural England; Royal Society for the Protection of Birds; Environment Agency; and BBONT (Berkshire, Buckinghamshire and Oxfordshire Naturalists Trust (now called Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust; UK)).

### *Environmental Report Consultation*

**1.26** The SEA Directive states that:

> *'An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.'*

**1.27** The ER is the key written document produced for the SEA. It is an important consultation document and is therefore likely to be of interest to a wide variety of readers including decision

[12] Material assets are not explicitly covered by NATA sub-objectives, but are reflected in the money costs incurred when they are consumed. Where effects on material assets such as infrastructure and property are expected to be of particular importance, a local objective should be formulated.

makers, other plan/programme practitioners, statutory consultees, NGOs and members of the public.

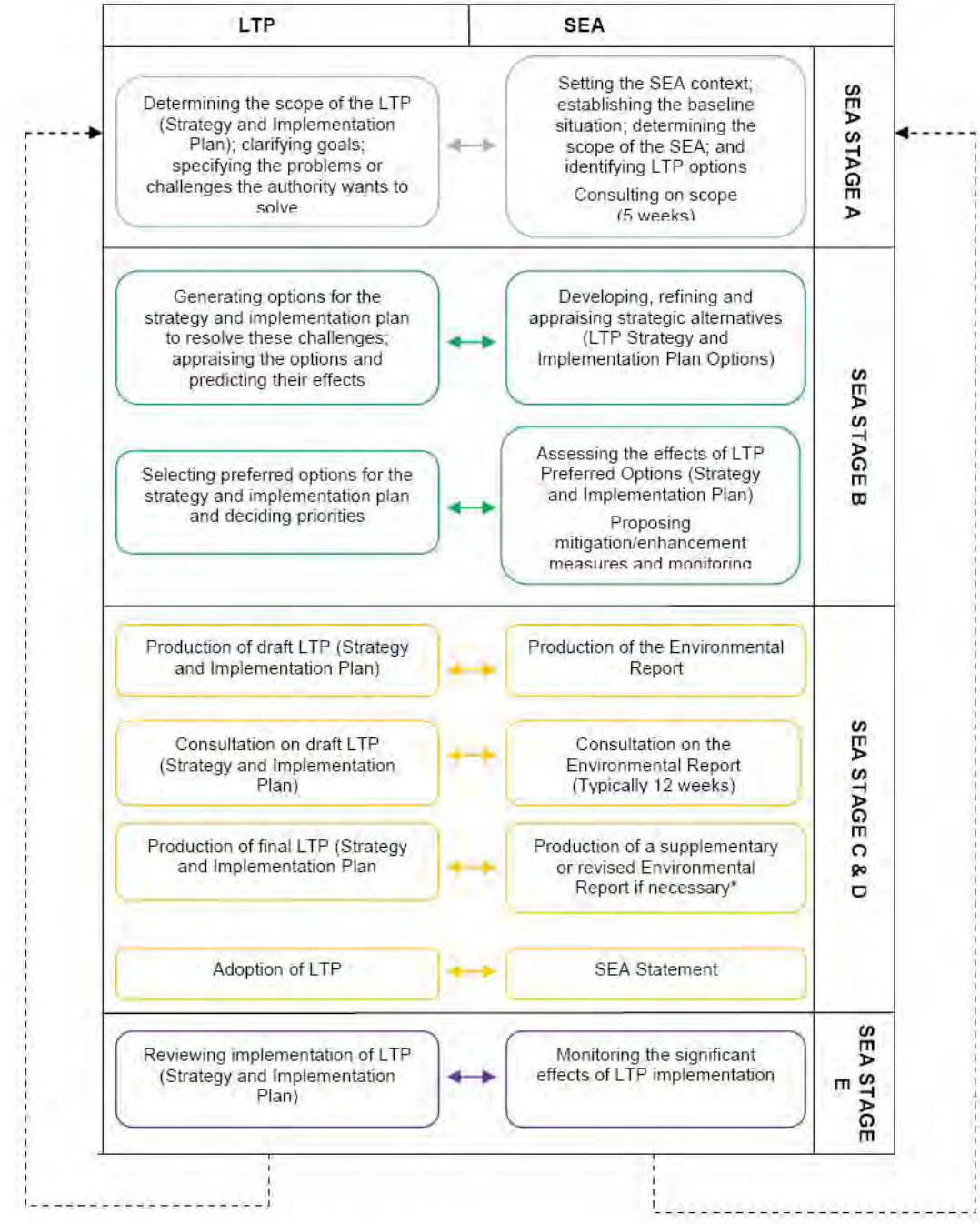
**1.28** This Final Environmental Report is being published in support of the Final LTP3.

### *Habitats Regulation Assessment*

**1.29** Appropriate Habitats Regulation Assessment (HRA) must be carried out under the Habitats Directive 92/43/EEC where an LTP is likely to have a significant impact on a site designated under European legislation, including Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. Habitats Regulation Assessment is a parallel but separate exercise to SEA.

**1.30** The LTP3 Core Strategy document has been subject to a separate additional HRA process which has been published separately.

Figure 1.3 LTP3 and SEA Process Stages and Links




* An updated Environmental Report may only be required if significant changes are made to the LTP between draft and final versions.

# 2.0 Scope of the SEA

## *Introduction*

**2.1** The following section describes the proposed spatial, temporal and technical scope of the environmental studies undertaken as part of the SEA.

## *Spatial scope*

**2.2** The proposed study area for the SEA of LTP3 covers the Borough of Bracknell Forest as shown in Appendix B - B1.

## *Plan period*

**2.3** The scope of the SEA will be aligned with that for LTP3. Guidance for local authorities on the preparation of LTP3 allows increased flexibility over timescales of the implementation plan, which details expected funding distribution.

**2.4** The LTP3 Core Strategy will apply to the period 2011-2026 with a rolling five year implementation plans, consistent with previous LTPs. The first implementation plan will cover 2011-2014.

## *Technical scope*

**2.5** The SEA Directive and the SEA regulations require that the "likely significant effects on the environment are assessed, including issues such as:

- Biodiversity;
- Population;
- Human health;
- Fauna and flora;
- Soil;
- Water;
- Air;
- Climatic factors,
- Material assets,
- Cultural heritage including architectural and archaeological heritage,
- Landscape; and
- The interrelationship between these factors.

**2.6** This is effectively the technical scope of the SEA, i.e. the topics that will be addressed.

# 3.0 Methodology

### *Introduction*

**3.1** The SEA started as the preparation of LTP3 began. It has progressed concurrently in an iterative fashion in order to feedback environmental sustainability objectives, considerations and mitigation and enhancement into the plan making process.

**3.2** A Scoping Report for the SEA of the draft LTP3 Core Strategy was published for consultation in January 2010 setting out the results of SEA Stage A.

**3.3** This Draft Environmental Report reports on the scoping work undertaken during the initial stages of the SEA process and takes the process further by reporting on the significant environmental effects of the strategic alternatives and preferred strategy and implementation plan, the proposed mitigation measures, and proposals for monitoring significant environmental effects.

### *Assessment Methodology*

**3.4** The SEA methodology adopted was broadly based on two published guidance documents:

- Transport Analysis Guidance (TAG) 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance, April 2009; and
- A Practical Guide to the Strategic Environmental Assessment Directive, by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, September 2005.

**3.5** The work undertaken thus far involved the completion of the SEA stages A, B and C and associated tasks as follows:

## Stage A

### *Other Relevant Plans and Programmes and Environmental Protection Objectives*

**3.6** The Bracknell Forest LTP3 will both influence and be influenced by other plans produced by the Council, by other councils, by statutory agencies, government and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for LTP3, both directly and indirectly. Such relevant plans and programmes have thus been identified.

**3.7** The constraints or challenges relevant plans and programmes posed for LTP3 were considered and broad environmental sustainability objectives were identified. This is presented in section 5 of this report.

### *Baseline Information*

**3.8** To predict accurately how potential plan proposals will affect the environment, it is first important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan.

**3.9** Baseline information provides the basis for understanding existing environmental issues in Bracknell Forest; formulating objectives to address these issues; predicting and monitoring environmental effects and helps to identify environmental problems and alternative ways of dealing with them.

**3.10** Baseline data tables (Appendix A) have been prepared where data have been listed under SEA topic areas. These tables record:

- General indicators;
- Quantified data within the plan area;
- Comparators and targets (if applicable);
- Trends (if identified); and
- Source of the information.

**3.11** Baseline data maps have also been produced to illustrate spatial distributions of baseline information and are presented in Appendix B.
**3.12** Data were collated from a wide range of internal and external sources. For each indicator readily available, quantified baseline data were collected in a format applicable to the issues to be assessed by the SEA and at a relevant geographical level. The main sources used were official websites on the internet, Bracknell Forest Council reports and data, the Census 2001 and Area Profiles (Audit Commission).
**3.13** The initial baseline data were reviewed and updated incorporating consultees' comments from the Scoping Report consultation. This is presented in section 4 this report.
**3.14** Where significant gaps exist, these are identified and recommendations for filling the gaps have been included in the proposals for monitoring the implementation of the LTP3 Core Strategy.

### *Environmental Issues*
**3.15** Key environmental and wider sustainability issues within Bracknell Forest have been identified feeding from the analysis of the baseline data and the review of other plans and programmes. The identification of these issues helped to focus the SEA on the aspects that really matter. Opportunities for how the LTP3 Core Strategy could assist in addressing these issues were also identified. This is presented in section 4 of this report.

### *Developing SEA Framework*
**3.16** A set of SEA Objectives was drawn up, against which the policies and proposals in LTP3 can be assessed. They were identified by reviewing other plans, programmes and policies, baseline information and identifying key environmental and sustainability issues (see paragraphs above). The SEA Objectives were refined through the consultation on the original Scoping Report and are presented in this report.
**3.17** For each Objective, one or more indicators have been set that provide for the status of the objective to be tested against targets (where these are set), now or in the future, and that are appropriate to the Borough.
**3.18** A table has been prepared setting out the SEA Framework of objectives and indicators and identifying how relevant SEA Directive topic(s) have been covered.
**3.19** An analysis of the likely evolution of the state of the environment without the implementation of LTP3 was also undertaken at this stage. This is presented in section 5 of this report.

### *Consulting on the Scope of SEA*
**3.20** Bracknell Forest Council sought the views from the Consultation Bodies and others on the scope and level of detail of the ensuing Environmental Report. A Scoping Report was prepared to that effect. The scoping consultation results have influenced and helped shape the Environmental Report.

## Stage B
### *Testing the Plan Objectives against the SEA Objectives*
**3.21** A compatibility assessment of LTP3 Objectives in its initial stages of preparation against the SEA Objectives has been undertaken as part of the iterative process to assess the sustainability of LTP3 Objectives. The results are presented in section 5 of this report. When testing compatibility, the following scale was used:

Broadly Compatible

Potential Conflict

Dependent on Nature of Implementation Measures

Not Relevant

### *Developing, Refining and Appraising Strategic Alternatives*

**3.22** Consideration of alternative strategies and options for LTP3 is an integral part of the plan development. Strategic alternatives have been identified by Bracknell Forest Council in close liaison with the team conducting the SEA.

**3.23** This task comprises the prediction of changes to the predicted future trends without the implementation of the LTP3 Core Strategy, arising from LTP3 strategic alternatives. This was done against the SEA framework of objectives. These were compared both with each other and with the 'without plan' or 'business as usual' scenario. The effects of the evolving LTP3 Core Strategy were predicted and assessed during the plan-making process to ensure that the final LTP3 Core Strategy is as sustainable as possible.

**3.24** While carrying out this evaluation, the following was considered for each LTP3 Core Strategy alternative:

- What exactly is proposed?
- Will the alternative have a likely significant effect in relation to each of the SEA objectives?
- If so, can the effect be avoided or can the severity be reduced (or can the effect be enhanced if it is positive)?
- If the effect cannot be avoided, can the alternative be changed or eliminated?
- If its effect is uncertain, or depends on how the plan is implemented, how can the uncertainty be reduced?

**3.25** A description of the strategic alternatives and the results of the assessment process are presented in section 5 of this report.

### *Assessing the Effects of LTP3 Preferred Options (Strategy)*

**3.26** The assessment of the strategic alternatives helped the council to decide upon a preferred option, comprising a long-term strategy and shorter-term implementation plan. The next step was then to assess in more detail the preferred option(s).

**3.27** In order to do this, a similar methodology to the strategic alternatives was adopted and the assessment was undertaken against the SEA framework. A description of the effect on resources and receptors was written on the basis of the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects. This helped to determine the significance or scale of the effect.

**3.28** Assessing the significance of predicted effects is in most cases essentially a matter of judgement. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and so the assessments have tried to make this as clear as possible. In addition, it important to set out what uncertainty and assumptions are associated with the judgement and for this reason an assessment on certainty is made according to high, medium or low. The assessment of significance also includes information on how the effect may be avoided or its severity reduced (in

other words, mitigation). Assessments have been made according to a seven-point scale (see section 5).

**3.29** The results of this process are set out in full in Appendix D.

### *Relationship to NATA*

**3.30** The approach above helps meet the requirements of the SEA Directive and guidance. In addition, the DfT requires that all forms of transport proposals, including LTPs, are appraised against the Government's five overarching transport objectives, namely; environment, safety, accessibility, economy and integration. DfT guidance on NATA, as set out in TAG Unit 2.11 notes that NATA appraisal methodologies should be used in undertaking SEA of LTPs. Table 1.1 shows how NATA objectives have been integrated with SEA topics.

**3.31** The Appraisal Summary Tables (ASTs) are the main way in which effects are reported and appear in section 5 of this report. This includes columns for:

- The SEA objective – e.g. To protect and enhance local air quality, in particular in Air Quality Management Areas.
- The relevant NATA environment sub-objective – e.g. Local air quality.
- Description of qualitative impacts
- Quantitative measures
- Assessment – this provides an overall assessment of the scale of the impact according to the seven point scale.

**3.32** NATA provides guidance on the methodologies that should be used in undertaking assessments. The methodology that has been adopted for this assessment is generally broad-brush and qualitative for some SEA/NATA topics and quantitative for others, as required by the DfT Guidance.

1.1

1.2

1.3

1.4

Table 3.1 below shows the type of assessment undertaken for each topic for the Preferred Alternative Aspirational Scenario. For all other scenarios assessed the methodology adopted was qualitative for all topics.

**Table 3.1 - Assessment Approach**

| Topics | Type of Assessment |
|---|---|
| Air quality, climate and fuel consumption | Quantitative |
| Noise | Quantitative |
| Physical fitness | Quantitative |
| Accidents | Quantitative |
| Journey Ambience | Qualitative |
| Access to the transport system | Qualitative |
| Biodiversity, flora and fauna | Qualitative |
| Cultural heritage, including archaeology | Qualitative |

| | |
|---|---|
| Landscape and townscape | Qualitative |
| Land (greenfield and brownfield) | Qualitative |
| Water | Qualitative |

**3.33** In the current practice of SEA and NATA, the broad-brush qualitative prediction and evaluation of effects can be often based on a qualitative seven point scale in easily understood terms. In general, this assessment has adopted the scale shown in Table 3.2 to assess the significance of effects of the schemes and proposals in the LTP3.

**Table 1.2 - Criteria for Assessing Significance of Effects**

| Assessment Scale | Significance of Effect | |
|---|---|---|
| +++ | Major beneficial | Significant |
| ++ | Moderate beneficial | |
| + | Slight beneficial | Not significant |
| 0 | Neutral or no effects | |
| - | Slight adverse | |
| -- | Moderate adverse | Significant |
| --- | Major adverse | |

**3.34** Moderate or major beneficial and adverse effects have been considered significant. Neutral effects, no effects and slight beneficial and adverse effects have been considered non-significant.
**3.35** The assessment also considered cumulative, indirect (secondary) and synergistic effects of LTP3.

## *Secondary and Cumulative Effects Assessments*

**3.36** Annex I of the SEA Directive requires that the assessment of effects include secondary, cumulative and synergistic effects.
**3.37** **Secondary or indirect effects** are effects that are not a direct result of the plan, but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Environmental Effects.
**3.38** **Cumulative effects** arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- **Additive**- the simple sum of all the effects;
- **Neutralising**- where effects counteract each other to reduce the overall effect;
- **Synergistic**– is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

**3.39** Many environmental problems result from cumulative effects. These effects are very hard to deal with on a project by project basis through Environmental Impact Assessment. It is at the SEA level that they are most effectively identified and addressed.

**3.40** Cumulative effects assessment is a systematic procedure for identifying and evaluating the significance of effects from multiple activities. The analysis of the causes, pathways and consequences of these effects is an essential part of the process.

**3.41** Cumulative (including additive, neutralising and synergistic) effects have been considered throughout the entire SEA process, as described below:

- As part of the review of relevant strategies, plans and programmes and the derivation of draft SEA objectives, key receptors have been identified which may be subject to cumulative effects.
- In the process of collecting baseline information, cumulative effects have been considered by identifying key receptors (e.g. specific wildlife habitats) and information on how these have changed with time, and how they are likely to change without the implementation of the LTP3. Targets have been identified (where possible), that identify how close to capacity the key receptor is, which is a key determining factor in assessing the likelihood of cumulative and synergistic effects occurring, and their degree of significance.
- Through the analysis of environmental issues and problems, receptors have been identified that are particularly sensitive, in decline or near to their threshold (where such information is available).
- The development of SEA objectives and indicators has been influenced by cumulative effects identified through the process above and SEA objectives that consider cumulative effects have been identified.
- The likely cumulative effects of the strategic alternatives have been identified which highlighted potential cumulative effects that should be considered later in the SEA process.
- Testing the consistency between LTP3 and SEA objectives has highlighted the potential for cumulative effects against specific LTP3 challenges.
- Cumulative effects of LTP3 proposals have been predicted and assessed through the identification of key receptors and SEA objectives that consider cumulative effects assessment.
- In sum, secondary and cumulative effects have been identified and assessed in an integrated manner in the SEA.

**3.42** A description of the preferred options and the results of the assessment process are presented in section 5 of this report.

### *Mitigating Adverse Effects and Maximising Beneficial Effects*

**3.43** Mitigation measures have been identified to reduce the scale/importance of negative effects. Enhancement measures are also identified to improve the scale/importance of beneficial effects. In addition, a range of additional transport solutions are suggested which the council may wish to explore further and potentially integrate into the LTP3.

**3.44** The results are presented in section 6 of this report.

### *Monitoring the Environmental Effects of Plan Implementation*

**3.45** SEA monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effect (positive or negative) being monitored. It thus helps to ensure that any adverse effects which arise during implementation, whether or not they were foreseen, can be identified and that action can be taken by Bracknell Forest Council to deal with them.

**3.46** A preliminary monitoring programme has been prepared showing, for each significant effect, what data should be monitored, the source of the data, the frequency of monitoring, as well as when and what actions should be considered if problems are identified from the monitoring. The results are presented in section 6 of this report.

## Stage C

### *Preparing the Draft Environmental Report*

**3.47** The Draft Environmental Report was prepared and accompanied the LTP3 Core Strategy Consultation Document whilst out to consultation.

## Stage D – Consulting on Draft Plan and Draft Environmental Report

### *Assessing Significant Changes*

**3.48** The results of the formal public consultation exercise have resulted in some changes to the Draft LTP3, and any implications are addressed in this the Final Environmental Report. This could result in direct changes to the contents of the Final Environmental Report, such as revisions to mitigation or monitoring measures. Any changes to mitigation and monitoring will be address in Section 6.

**3.49** The SEA Directive requires that information on the changes to the Draft Environmental Report resulting from the formal consultation is recorded in the statement of how the SEA findings have been taken into account in the final LTP3, which should be made available to stakeholders.

**3.50** The Draft Environmental Report has been revised to reflect the decisions and actions resulting from the public consultation exercise, in particular finalising the proposed mitigation measures and monitoring arrangements. The revised document will form this document - the Final Environmental Report.

### SEA Statement

**3.51** A separate document (SEA Statement) will accompany the Final SEA Environmental Report and the Final LTP3 Cores Strategies document. The SEA Statement will be prepared setting out the following:

- How environmental considerations have been integrated into the plan, for example any changes to or deletions from the plan in response to the information in the Final Environmental Report.
- How the Environmental Report has been taken into account.
- How the opinions and consultation responses have been taken into account. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be taken to monitor the significant environmental effects of implementation of the plan or programme.

# 4.0 Stage A: Developing the SEA Framework

## A1: Review of other plans, policies and programmes

### *Introduction*

**4.1** The first task of the SEA is the identification of other relevant plans, policies, programmes (PPPs) and environmental objectives. LTP3 must be prepared taking these into account as it may influence and be influenced by them. LTP3 can be influenced in many ways by other plans and programmes and by external sustainability objectives, such as those laid down in policies and legislation.

**4.2** The SEA Directive specifically states that information should be provided on:
"The relationship [of the plan or programme] with other relevant plans and programmes"
"*The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation*"

### *Methodology*

**4.3** Both LTP3 and the SEA should be set in the context of international, national and local objectives along with strategic planning, transport, social, economic and environmental policies. Relevant plans and programmes include those at different levels (international, national, regional, etc.) which influence the LTP3, or those in other sectors which contribute, together with LTP3, to changes in the environmental conditions of the area to which they apply. Relevant plans and programmes may include land use or spatial plans, plans dealing with aspects of the physical environment, and plans and programmes for specific sectors or types of activity.

**4.4** Although all plans and programmes reviewed are deemed to be relevant to LTP3, the following are considered to be of particular importance:

- Strategic Flood Risk Assessment (Entec, June 2006).
- Landscape Analysis of Site Allocations and an assessment of Gaps/Green Wedges (Entec, June 2006).
- Accessibility Strategy 2006-11 (Integrated Transport Planning, March 2006).
- Core Strategy and Site Allocation Accessibility Analysis (Integrated Transport Planning, March 2006).
- Study of open space, sports, recreational and leisure facilities, PPG17 (BFC, October 2006).
- SPA Technical Background Document (BFC, June 2007).

**4.5** Environmental protection objectives may be set by policies or legislation. Such policies and legislation may include European Directives, international undertakings, UK initiatives and national planning guidance.

**4.6** A large number of plans and programmes were reviewed as part of the Bracknell Forest Joint Local Transport Plan 2006-2011 (LTP2) SEA prepared in 2005 and informed the development of the SEA objectives contained in LTP2 SEA framework.

**4.7** For the preparation of the SEA of the LTP3 Core Strategy the review of the plans and programmes concentrated on plans and programmes and other relevant policy documents which were published after 2006 as well as earlier documents not reviewed as part of the Bracknell Forest Joint LTP2 SEA but deemed relevant to LTP3 SEA. This ensures that the SEA objectives developed for LTP3 generally adhere to, and are not in conflict with, objectives found in other more recent plans and programmes and policy documents.

### *Results of the Review*

**4.8** Appendix A show the relevant policies, plans and programmes (PPPs) reviewed. This cannot be considered an exhaustive list as other PPPs might arise as the SEA process progresses.

**4.9** Environmental objectives and issues of relevance to the SEA and the preparation of LTP3 identified during the review were used to formulate a general, first set of environmental and social themes relevant to the SEA of the Bracknell Forest LTP3.

**4.10** Appendix B presents in more detail how environmental and social sustainability themes have been derived from the PPP review and the implications of the identified themes for LTP3.

## A2: Baseline Information

### *Introduction*

**4.11** The next task in SEA covers the collation of baseline information. The review of other policies, plans and programmes undertaken previously provided a considerable amount of baseline information and this has been complemented by collation of data on key indicators relating to the SEA topic areas.

**4.12** More specifically, the SEA Directive states that the Environmental Report should provide information on:

*"relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" and the "environmental characteristics of the areas likely to be significantly affected" (Annex I (b) (c))*

and *"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds Directive) and 92/43/EEC (Habitats Directive)" (Annex I ©).*

### *Methodology*

**4.13** Information describing the baseline provides the basis for the prediction and monitoring of the effects of the implementation of LTP3. It can be used as a way of identifying problems as they occur and the impact of any policy changes that may be made.

**4.14** Due to the fact that SEA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the SEA process flexible, adaptable and responsive to changes in the baseline conditions and enables trends to be analysed over time.

**4.15** The most efficient way to collate relevant baseline data is in the form of indicators. This ensures that the data collation carried out is both focused and effective. The identification of relevant indicators has taken place alongside the assessment of other relevant plans, policies and programmes (Task A1), the identification of sustainability issues (Task A3), and developing the SEA framework (Task A4).

**4.16** It should be noted that the SEA process does not require the collection of primary data, but relies of the analysis of existing information. As such, where data gaps exist, this is highlighted in the report.

**4.17** Indicators have been selected for their ability to provide objective data that will, over time, offer an insight into general trends taking place. Throughout the assessment process, the following issues will need to be addressed:

- What is the current situation, including trends over time?
- How far is the current situation from known thresholds, objectives or targets?
- Are particularly sensitive or important elements of the environment, economy or society affected?
- Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
- How difficult would it be to prevent, reduce or compensate for any negative effect?
- Have there been, or will there be, any significant cumulative or synergistic effects over time?

### *Data Analysis*

**4.18** The baseline data provides an overview of the environmental and social characteristics of LTP3 area and how these compare to the region and the UK. This overview is presented in Appendix B. The analysis of the baseline data has highlighted a number of key issues in Bracknell Forest. These, together with implications and opportunities arising for LTP3 and form part of Task A3 of the SEA process.

**4.19** The Council will continually monitor and review data with a view to identifying problems that emerge in the future and taking action to resolve them. Appraisal will take this current and the likely future baseline position into account. The likely evolution of the baseline without LTP3 will be considered in assessment.

### *Data Limitations*

**4.20** Quantified information, or data, is used to help explain how things are changing over time. However, they do not necessarily overtly link cause and effect and are limited in how well they can explain why particular trends are occurring and the secondary effects of any changes. The data,

therefore, acts as an indicator and has been selected to monitor progress towards the achievement of particular objectives and provide a tangible, measure with respect to broader issues. This measure is, therefore, often only a small component of meeting the objective so may simplify the issues and interactions.

**4.21** Appraisal relies, therefore, on a mixture of quantified information and professional judgement. Accordingly, the baseline includes a commentary with respect to the trend indicated by the current and historical data. It is a key objective of this consultation to gain consensus on which of the chosen indicators are most representative of and relevant to monitoring significant environmental impacts.

**4.22** Much of the data is collected or collated by external bodies and Bracknell Forest Borough Council has little control over the temporal and spatial scope of the data collected and whether collection methods may change in the future. There are some gaps in the data collected as not all information is consistently available.

## A3: Key Environmental Issues

### *Introduction*

**4.23** The next interlinked task in the SEA is the identification of key environmental issues. The requirement to identify issues arises from the SEA Directive, where the Environmental Report required under the Directive should include:

> "*Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC*" (Annex I(d))

**4.24** The identification of environmental issues of particular significance in Bracknell Forest provides an opportunity to define key issues for LTP3 and to improve and refine objectives and options. The analysis of environmental issues influences the baseline and the SEA framework, in particular in identifying and selecting indicators and targets. This section describes the current situation and highlights the key issues faced within Bracknell Forest. It does not attempt to cover all the issues but identifies those that are considered to be a priority in terms of the environmental sustainability of the LTP3 area.

### *Methodology*

**4.25** The key sustainability issues for Bracknell Forest have been derived by analysing the baseline data and contextual information and objectives and issues from other plans, policies and programmes. The analysis of environmental issues is an ongoing and iterative process. As the SEA develops with further stakeholder involvement, the analysis of key issues is likely to evolve.

### *Results*

**4.26** A key role of this Scoping Report and the consultation exercise is to identify and agree the significant environmental issues within Bracknell Forest given the context of LTP3. Drawing on the findings of the sustainability appraisal of the South East Plan, the Bracknell Forest Core Strategy DPD, the review of other documents (Appendix A) and the baseline (Appendix B) these are considered to be:

- Pockets of deprivation exist in an otherwise prosperous Borough.
- Access to essential facilities.
- Protecting the landscape character of the Borough.
- Biodiversity, especially mitigating the impact upon the Thames Basin Heaths Special Protection Area.
- Reduction in fossil fuels for energy use.
- Air Quality.
- Water quality.

- Reducing congestion and journey times.
- Flooding.
- Climate Change.
- Infrastructure provision.
- Waste (e.g. from construction and demolition).
- Health issues (e.g. obesity etc.).
- Noise (e.g. from transport).
- Safety (e.g. road accidents, vehicle crime, road maintenance issues).

## A4: SEA Framework

### *Introduction*

**4.27** The SEA framework synthesises the baseline information and sustainability issues into a systematic and easily understood tool that allows the prediction and assessment of effects considered likely to arise from the implementation of LTP3. Though the SEA Directive does not specifically require the use of objectives or indicators in the SEA process, they are a recognised and useful way in which environmental effects can be described, analysed and compared at key stages of the plan development. The use of objectives is fundamental to NATA.

### *Methodology*

**4.28** This SEA used the SA Framework for the Local Development Framework as the starting point for developing a framework for the environmental assessment of LTP3. This is because the SEA Directive requires a broad interpretation of the environment and in recognition of the close link between environmental assessment and sustainable development. The relevance of these objectives has been gauged against the role of the LTP3. This is set out in Table 4.1.

**Table 4.1 – Relevance of LDF SA Objectives to SEA of LTP3**

| LDF SA Objective | SA/SEA Objective | LTP3 SEA Objective |
|---|---|---|
| 1 | To meet local housing needs by ensuring that everyone has the opportunity to live in a decent, sustainably constructed and affordable home | N/A |
| 2 | To reduce the risk of flooding and harm to people, property and the environment | N/A |
| 3 | To protect and enhance human health and wellbeing | 1 |
| 4 | To reduce poverty and social exclusion | 2 |
| 5 | To raise educational achievement levels | N/A |
| 6 | To reduce and prevent crime and the fear of crime | 3 |
| 7 | To create and sustain vibrant and locally distinctive communities | N/A |
| 8 | To provide accessible essential services and facilities | 4 |
| 9 | To make opportunities for culture, leisure and recreation readily accessible | 5 |
| 10 | To encourage urban renaissance by improving efficiency in land use, design and layout. This includes making best use of previously developed land in meeting future development needs | N/A |
| 11 | To maintain air quality and improve where possible | 6 |
| 12 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | 7 |
| 13 | To conserve and enhance the Borough's biodiversity | 8 |
| 14 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | 9 |
| 15 | To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys | 10 |
| 16 | To sustainably use and re-use renewable and non-renewable resources | N/A |
| 17 | To address the waste hierarchy by: minimising waste as a priority, reuse, then by recycling, composting or energy recovery | 11 |
| 18 | To maintain and improve water quality in the Borough's water courses and to | 12 |

| | | |
|---|---|---|
| | achieve sustainable water resource management | |
| 19 | To maintain and improve soil quality | N/A |
| 20 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | 13 |
| 21 | To ensure high and stable levels of employment | N/A |
| 22 | To sustain economic growth and competitiveness of the Borough | N/A |
| 23 | To encourage smart economic growth | 14 |

**4.29** Following the development of this initial set of Objectives extracted from the SA Framework for the LDF, the Objectives were further refined following the consultation on the SEA Scoping Report for the LTP3 in January 2009. The changes to the SEA Framework were based on the issues and themes identified through the review of PPPs as part of Task A1; the identification of key sustainability issues (Task A3); NATA Sub-Objectives; and the comments on the SEA Framework from the consultation exercise directly. The recommendations from the consultation of the LTP3 SEA Scoping Report are provided in more detail in Appendix C.

**4.30** Changes made to the SEA Objectives and Indicators were:

- Objective 1 (*To protect and enhance human health and wellbeing*): addition of 9 draft indicators to reflect NATA sub-objectives and national indicators;
- Objective 2 (*To reduce poverty and social exclusion*): addition of 3 draft indicators to reflect NATA sub-objectives;
- Objective 3 (*To reduce and prevent crime and the fear of crime*): addition of 5 draft indicators to reflect the sustainability issues and relevant Plans, Policies and Programmes (PPPs) more comprehensively;
- Objective 4 (*To provide accessible essential services and facilities*): Rewording of Objective to make it more relevant to LTP3, as the LTP3 will not provide services and facilities directly. Reworded to: *To provide improved access to essential services and facilities*. Addition of 5 draft indicators to reflect the sustainability issues and relevant PPPs more comprehensively;
- Objective 5 (*To make opportunities for culture, leisure and recreation readily accessible*): Objective deleted as the principles are covered by Objective 4. Relevant indicators transferred to 4 to clarify intention;
- Objective 6 (new Objective 5) (*To maintain air quality and improve where possible*): addition of 5 draft indicators to reflect the sustainability issues and PPPs more comprehensively;
- Objective 7 (new Objective 6) *(To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts*): addition of 2 draft indicators to reflect the sustainability issues and PPPs more comprehensively;
- Objective 8 (new Objective 7) (*To conserve and enhance the Borough's biodiversity*): 11 draft indicators added as a result of the consultation comments and to more fully reflect the sustainability issues and PPPs;
- Objective 9 (new Objective 8) (To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas): addition of 6 draft indicators to reflect the sustainability issues and PPPs more comprehensively;
- Objective 10 (new Objective 9) (*To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys*) and Objective 14 (*To encourage smart economic growth*): Objectives merged to reflect the definition of smart economic growth in terms of transport from The Regional Economic Strategy[13]. The final Objective (9) used is*: "To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys."* Other

[13] The South East England Development Agency defines Smart Economic Growth as: "Higher levels of prosperity per head across the South East region without increasing the region's ecological footprint". (Source: South East England Regional Economic Strategy 2006-2016 p 3) http://www.seeda.co.uk/_publications/RES_2006_2016.pdf

outcomes that may benefit from reducing the need to travel and improving travel choice are covered by the other SEA Objectives. Indicators from both Objectives merged and 7 new draft indicators added to reflect the sustainability issues and PPPs more comprehensively.

- Objective 11 (new Objective 10) (*To address the waste hierarchy by: minimising waste as a priority, reuse, then by recycling, composting or energy recovery*). Objective reworded to encompass the principles of this Objective but also to include SEA Topics soil and material assets in relation to transport, for example where this might include the use of recycled aggregates in construction or the use of greenfield land for development. Objective reworded to: *Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste.* Addition of two draft indicators to reflect revised Objective.
- Objective 12 (new Objective 11) (*To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management*) Addition of 5 draft indicators to reflect the PPPs and sustainability issues more comprehensively.
- Objective 13 (new Objective 12) (*To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough*): Addition of 1 draft indicator to reflect the PPPs and sustainability issues more comprehensively.

**4.31** A final set of 12 SEA objectives and associated indicators has been identified. The SEA objectives have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social and environmental objectives; as well as others devised specifically in relation to the context of the Bracknell Forest LTP3. The SEA objectives have also been worded to take account of local circumstances and concerns feeding from the analysis of sustainability issues. A preliminary set of indicators has been derived to provide a clarification of the intended interpretation of each objective and capture the change likely to arise from LTP3 implementation.

**4.32** This set of indicators is a combination of indicators for which baseline data is currently available in the Council area and new (significant effect) indicators which are not currently monitored. The new (significant effect) indicators proposed may require monitoring by relevant bodies should significant effects relating to the SEA objectives concerned be predicted as part of the assessment of the LTP3 effects during SEA Stage B. The preliminary set of indicators will play a role in the assessment of the LTP3 itself by providing an indication of the type of effects which will be considered in the assessments. As the SEA progresses this set of indicators will also be refined for the purposes of establishing a monitoring programme.

**4.33** The SEA framework of objectives and indicators against which it is proposed to assess LTP3 is set out in Table 4.2.

*Table 4.2 - SEA Framework*

Key to Data Availability for Indicators

**Bold =** Known data for Bracknell Forest Council
*Italic* = Known data for South East Region
Underlined = Data for Bracknell Forest or South East Region unavailable as indicator currently not monitored

| SEA Objective | Indicators | Relevant SEA Topics | Relevant NATA sub-objective |
|---|---|---|---|
| 1. To protect and enhance human health and wellbeing | **Proportion of population who consider their health to be good** | Population, Human Health | Noise, Physical Fitness, Accidents |
| | NI8: Adult participation in sport and active recreation | | |
| | NI57: Children and young people's participation in high quality physical education and sport | | |
| | Obesity among primary school age children in yr 6[14] | | |
| | **Number of transport-related noise complaints per annum** | | |
| | **NI47: People killed or seriously injured in road traffic accidents** | | |
| | **NI48: Children killed or seriously injured in road traffic accidents** | | |
| | Number of education, training and publicity programmes implemented | | |
| | Number of traffic management scheme implemented | | |
| | Noise levels | | |
| | Proportion of street lamps with downward beam | | |
| | % of road network surfaced with low noise materials | | |
| 2. To reduce poverty and social exclusion | *Proportion of children under 16 who live in low-income households* | Population, Human Health | Community severance, Access to the transport |
| | Accessible Public Transport[15] | | |
| | Proportion of disabled and reduced mobility passengers that use public transport | | |
| | **Proportion of population who live in areas that rank within the most deprived 20% of areas in the country** | | |

[14] Regional Sustainability Framework for the South East, May 2008

| SEA Objective | Indicators | Relevant SEA Topics | Relevant NATA sub-objective |
|---|---|---|---|
| | Number of transport schemes that encourage social cohesion and inclusion | | system |
| 3. To reduce and prevent crime and the fear of crime | Number of reported crimes on public transport | Population, Human Health | Security, Journey ambience |
| | Number of cycle paths and walkways that have natural surveillance and are well lit | | |
| | Percentage of people with a high level of worry about crime on public transport (adapted from NI17) | | |
| | Percentage of people who don't use public transport during the day because they don't feel safe (adapted from NI17) | | |
| | Percentage of people who don't use public transport after dark because they don't feel safe (adapted from NI17) | | |
| | **Percentage of residents who feel fairly safe or very safe outside during the day (adapted from NI17)** | | |
| | **Percentage of residents who feel fairly safe or very safe outside after dark (adapted from NI17)** | | |
| 4. To provide improved access to essential services and facilities | **Proportion of completed residential development within 30 minutes' public transport time of a GP, hospital, primary and secondary school, employment and a major health centre** | Population, Human Health | Access to the transport system, physical fitness |
| | **Proportion of people within 30 minutes walk of open accessible greenspace, sports or leisure facilities** | | |
| | Condition of footpaths and rights of way | | |
| | Ease of Use of footpath and rights of way | | |
| | Proportion of people who drive to their closest natural green space | | |
| | Proportion of transport schemes that prioritise pedestrians, cyclists and public transport over the private car | | |
| | Levels of independence and choice for vulnerable adults, those with young children and older people | | |
| 5. To maintain air | **Levels of $NO_x$** | Air, Climatic | Local air |
| | **Levels of $PM_{10}$** | | |

[15] Bus infrastructure which allows level boarding and alighting, more buses with low floor or kneeling capability and gradual replacement of stepped access at bus, coach and rail stations.

| SEA Objective | Indicators | Relevant SEA Topics | Relevant NATA sub-objective |
|---|---|---|---|
| quality and improve where possible | **Number and extent of AQMAs** | Factors, Human Health | quality |
| | Public transport running on cleaner fuel | | |
| | Number of complaints concerning air quality relating to transportation | | |
| 6. To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | **Per capita reduction in $CO_2$ emissions (NI186)** | Air, Climatic Factors, Human Health, Landscape, Water | Greenhouse Gases |
| | Transport schemes developed using materials with low embodied energy | | |
| | **Number of new transport schemes in flood risk areas contrary to the advice of the Environment Agency on flood defence grounds** | | |
| | Amount of GI provided as part of transport infrastructure | | |
| | Number of LTP schemes with flood mitigation measures | | |
| | **Area at risk of flooding** | | |
| 7. To conserve and enhance the Borough's biodiversity | **Proportion SSSIs in favourable or favourable recovering status.** | Climatic Factors, Biodiversity, Flora, Fauna, Landscape | Biodiversity |
| | Extent of designated sites (European sites, SSSI and Local Wildlife Sites) | | |
| | Extent of biodiversity improvements provided as part of transport infrastructure | | |
| | Number of LTP schemes where positive conservation management has been or is being implemented (NI197) | | |
| | **Population of farmland birds** | | |
| | **Number of schemes contributing to the active management of woodlands** | | |
| | **Impact of transport development on Thames Basin Heaths SPA** | | |
| | **Affect of transport on Windsor Forest and Great Park SAC** | | |
| | Net loss of trees and hedgerows as a result of LTP schemes | | |
| | Area of land-take for LTP schemes in areas designated for their wildlife importance | | |
| | Number of designated sites fragmented by LTP schemes | | |
| | Locally important habitats affected by the LTP proposals | | |
| | Achievement of BAP targets, especially for roadside verges and in new planting schemes | | |
| 8. To protect and | **Listed buildings, Scheduled Ancient Monuments and Parks and Gardens of Special Historic Interest affected by transport development.** | Cultural | Heritage, |

| SEA Objective | Indicators | Relevant SEA Topics | Relevant NATA sub-objective |
|---|---|---|---|
| enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | Number of transport schemes incorporating measures to protect sites of archaeological interest | heritage including architectural and archaeological heritage, Landscape | Townscape, Landscape |
| | **Impact of transport development on landscape character** | | |
| | Number of transport schemes that include a full landscaping scheme | | |
| | **Change in the extent Green Belt** | | |
| | The number of schemes that have rationalised/reviewed amounts of unnecessary signage | | |
| | Public green space lost/ gained as a result of LTP schemes | | |
| | Number of transport schemes that contribute to the enhancement of the built environment | | |
| 9. To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | **Travel to work- number of people living and working within the Borough** | Population, Air, Climatic Factors, Material Assets | Access to the transport system, local air quality, greenhouse gases, Public accounts, Business users and providers, Consumer users |
| | **Mode of travel to work** | | |
| | **Mode of travel to School** | | |
| | % of services departing in window of 1 minute early and 5 minutes late | | |
| | NI167: Congestion- average journey time per mile during the morning period | | |
| | **Traffic Volume** | | |
| | Use of new Intelligent Transport Systems technologies | | |
| | Traffic Growth | | |
| | Percentage increase in provision of cycleways and walkways that link residential areas with employment | | |
| | **Proportion of completed non residential development complying with or lower than policy standards for car parking** | | |
| | Use of flexible working supported by developments in ICT | | |
| | Town centre regeneration schemes that increase the accessibility of employment | | |
| | Number of transport schemes that enhance efficiency in the use of public transport to employment locations outside the town centre | | |
| 10. Ensure prudent use | **Proportion of the total tonnage of all types of waste that has been recycled, composted, used to recover heat, power and other energy sources, and landfilled.** | Material | |

| SEA Objective | Indicators | Relevant SEA Topics | Relevant NATA sub-objective |
|---|---|---|---|
| of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | Use of recycled materials in the construction of transport infrastructure | Assets, Soil, Climatic Factors | |
| | Greenfield land lost to the development of transport infrastructure | | |
| 11. To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | **Transport development incorporating sustainable drainage** | Water, Soil, Climatic Factors | Water Environment |
| | **Percentage of river length assessed as good or fair chemical and biological quality** | | |
| | Number of transport planning permissions refused on grounds of surface water protection | | |
| | *Groundwater source protection zones (SPZ) affected by transport proposals* | | |
| | Number of transport planning permissions refused on grounds of groundwater protection | | |
| | Numbers of transport schemes incorporating design to protect surface water | | |
| | Number of water pollution incidents related to transport | | |
| 12. To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | **Installed capacity for energy production from renewable sources** | Climatic Factors | Greenhouse gases |
| | Number of transport schemes featuring energy efficient design | | |

### *Predicted Future Trends (without implementation of LTP3)*

**4.34** The 'no plan' alternative is required to monitor all other alternatives against; it is not in itself a realistic alternative. The scenario is based on current Government policies and assumes that current policies deliver as planned, i.e. the existing LTP will come to an end in 2011. It does not assume any new strategies or measures, apart from those which are statutorily required, for example the Local Development Framework.

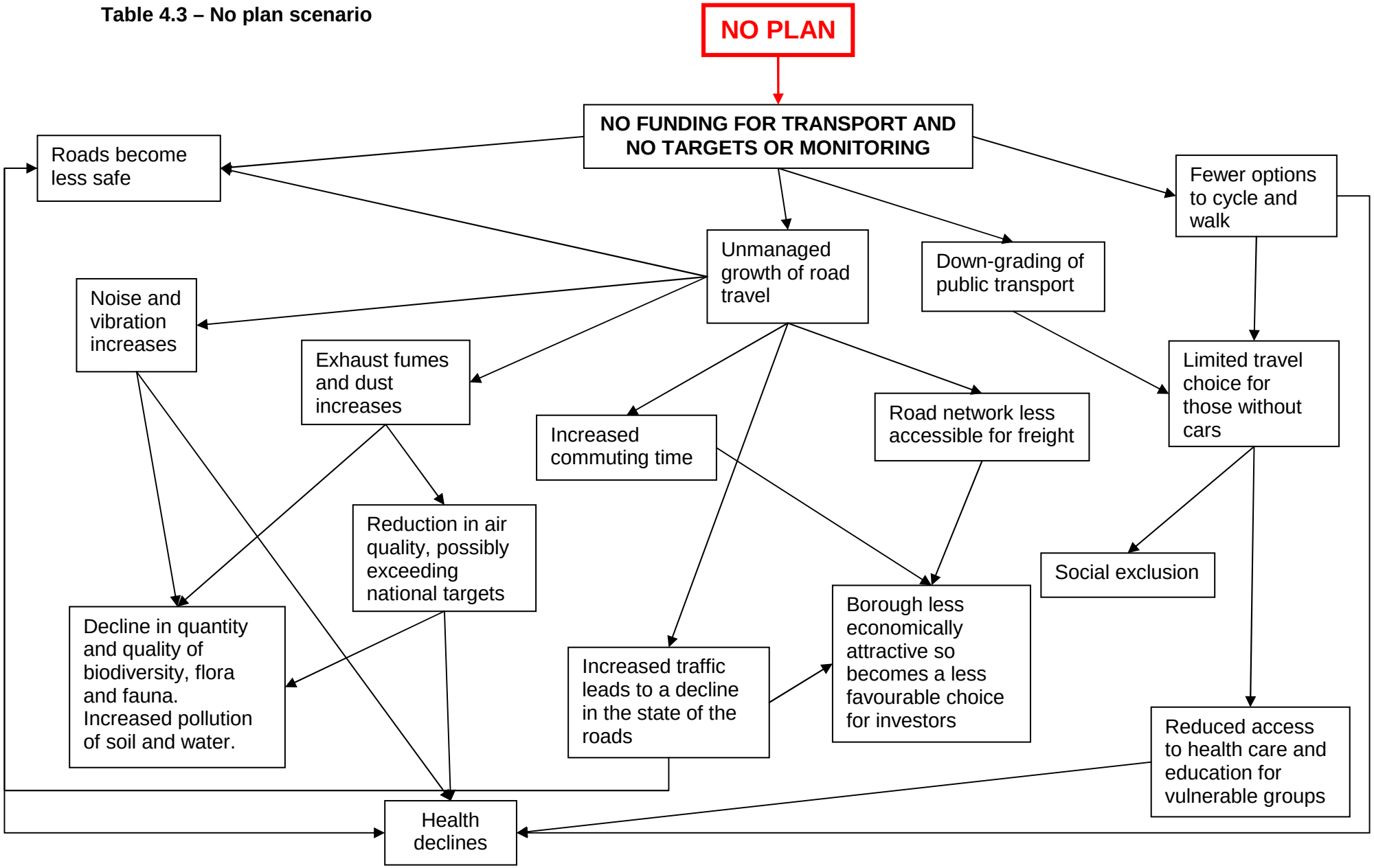
**4.35** At this stage and to inform the 'no plan' scenario it is useful to analyse the linkages between the environmental issues associated with transport provision. Causal chain analysis (CCA) is a means of tracing the immediate or direct causes of an impact or problem back to its root causes. This analysis has been carried out to help:

- Assess how, and to what extent, the problems are likely to change in the future if no new plan is approved and implemented. In this way, CCA helps to understand linkages and predict the baseline situation under likely future conditions.
- Identify appropriate alternatives and different measures to accompany these, and to assess and compare their likely impacts.
- Identify cumulative and secondary issues by recognising those which are influenced by multiple causes.

**4.36** Without the plan there is no way of monitoring transport-related work and the setting of targets. Also, as a Local Transport Plan is required to unlock funding for transport, having 'no plan' would mean little funding for future work.

**4.37** Table 4.3 shows the knock-on effects of a lack of funding and targets and how this relates to environmental issues. This is not an exhaustive analysis of all linkages, but aims to cover the key relationships.

**Table 4.3 – No plan scenario**



# 5.0 Stage B

## Stage B1: Compatibility between LTP3 Objectives and the SEA Objectives

### *Introduction*

**5.1** In order to ensure that the Objectives of LTP3 are in accordance with environmental as well as wider sustainability principles, these have been tested for compatibility against the SEA Objectives. This process is called the compatibility assessment. It helps identify potential synergies and inconsistencies and helps to refine LTP3 challenges as well as in identifying strategic alternatives, the next stage of work.

**5.2** The compatibility assessment has been undertaken by assessing the compatibility of LTP3 Objective (numbered 1-8 down the vertical axis) against SEA objectives (numbered 1-12 across a horizontal axis) as represented in Table 5.3

### *Vision and Objectives of LTP3*

**5.3** The government in the DfT DaSTS document has published 'five goals for transport' as follows:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

**5.4** The LTP3 Vision has been identified as:

*"To develop a sustainable transport system that supports the local economy, provides choice and improves quality of life in a safe and healthy environment."*

**5.5** The Council has produced a set of LTP3 Objectives (Table 5.1 below) taking account of:

- The five goals for transport.
- Consultation with Council officers.
- Consultation with key transport organisations, other groups and the public.

**Table 5.1 - LTP3 Objectives**

| LTP3 Objective |
|---|
| To reduce delays associated with traffic congestion and improve reliability of journey times; |
| To maintain and improve where feasible the local transport network; |
| To reduce greenhouse gas emissions from transport; |
| To ensure and promote accessibility by sustainable modes of transport; |
| To protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment; |
| To enhance the street environment; |

| LTP3 Objective |
|---|
| To reduce casualties and improve safety on the local transport network; |
| To secure necessary transport infrastructure and services to support sustainable development. |

### *Possible Measures under Each Objective*

**5.6** The LTP3 Newsletter (June 2010)[16] sets out possible measures for each objective, which provide further clarity to the scope of the objectives. This has helped to inform the assessment of compatibility between the SEA Objectives and the LTP3 objectives. The possible measures included in the newsletter are set out in Table 5.2

*Table 5.2 – LTP3 Objectives: Possible Measures*

**To reduce delays associated with traffic congestion and improve reliability of journey times** - BFC will seek to manage congestion by encouraging the location of development to reduce travel need and journey length, providing for safe, attractive convenient means of travel other than by private car, improve effective management of the network through Intelligent Transport Systems such as UTMC (Urban Traffic Management Control) and providing additional capacity through junction improvements.

**To maintain and improve the local transport network** - BFC will continue to develop and maintain an effective transport network that is resilient to the increase in demand and the effects of climate change and adverse weather conditions.

**To reduce greenhouse gas emissions from transport** - Through promotion of sustainable transport the Borough will seek to reduce harmful transport emissions and work with potential developers to ensure future growth in the Borough can be achieved without an increase in greenhouse gases.

**To ensure and promote accessibility by sustainable modes of Transport** - BFC will continue to work to provide access to services for all providing a safe and secure environment in which sustainable travel choice can be achieved with ease.

**To protect and enhance the quality of natural resources including water, air quality and the natural environment** - Promotion of sustainable and cleaner modes of transport, consideration of efficient and more sustainable use of materials and impact mitigation of transport are essential measures towards contributing to the protection of the natural environment whilst coping with an increase in demand on the transport network.

**To enhance the street environment** - BFC will promote and create a street environment more attractive for all users, through measures such as high quality street furniture, landscaping and tree planting, for both the existing network and upcoming development.

**To reduce casualties and dangers on the local transport network** - BFC will continue to maintain highway safety with the implementation of the Road Safety Strategy including education and the development of engineering solutions.

**To secure necessary transport infrastructure and services to support development** - BFC will ensure that appropriate and necessary transport mitigation measures and more sustainable modes are planned for in new development from an early stage through engagement with developers and use of tools such a the Borough's Transport Model.

A detailed breakdown of this exercise can be found on the LTP3 website http://www.bracknell-forest.gov.uk/ltp3. This document also lists the challenges we face in delivering the measures over the next 15 years.

## Results of Assessment

### *Summary*

**5.7** Overall, the LTP3 Objectives are broadly compatible with the SEA Objectives. However, there are a number of instances where compatibility will be dependent on implementation and can therefore not be ascertained with certainty at this stage.

**5.8** A number of recommendations regarding the wording of some LTP3 Objectives have been made that may improve the potential for more sustainable implementation of the challenges.

## Findings

### *General Recommendation*

**5.9** It is suggested that the Local Objectives are not fully reflective of the National Transport Goals[17], particularly Goal 4: To promote greater equality of opportunity for all citizens, with the

[16] http://www.bracknell-forest.gov.uk/ltp3-newsletter-june-2010.pdf

[17] Department for Transport, Guidance on Local Transport Plans, July 2009, p13

desired outcome of achieving a fairer society. Although Local Objective 4 seeks to improve accessibility, and objective 7 seeks to reduce road casualties, it is suggested that these do not fully encompass the need to create a fairer and more equitable society. The consideration of a wider range of groups is considered necessary. This might include groups such as: young people; gypsy traveller communities; people for whom English is not their first language. This could be incorporated into TP1. Local Authorities have a duty under the race, disability and gender legislation to carry out an Equality Impact Assessment of their LTP. The objectives are flexible but may need to be further considered in a more certain economic climate.

**5.10** It is suggested that section 9 of the LTP3 Core Strategy Consultation Draft is ordered to reflect the local objectives in section 8.

**Objective 1: To reduce delays associated with traffic congestion and improve reliability of journey times**

**5.11** The Objective has been found to be compatible with 6 of the SEA Objectives, as it seeks to reduce the need to travel and improve travel choices. The assessment against SEA Objectives 7 (biodiversity), 8 (countryside and historic environment), 10 (natural resources) and 11 (water) has identified a potential for negative effects that will be dependent on the implementation of the Objective. The potential for the provision of additional capacity through junction improvements could lead to increased levels of construction that could have negative effects on the SEA Objectives. It is suggested that the possible measures might prioritise other measures ahead of construction activity. Where construction is deemed necessary, the minimisation of environmental effects should be ensured.

**5.12** This objective is correctively flexible but may need to be further considered in a more certain economic climate.

**Objective 2: To maintain and improve where feasible the local transport network**

**5.13** The possible measures under this Objective state that Bracknell Forest Council will ensure that the transport network is resilient to the effects of climate change and adverse weather conditions. This is reflective of, and therefore compatible with, SEA Objective 6 (climate change). The potential compatibility with SEA Objectives 7 (biodiversity), 8 (countryside and historic environment), 10 (natural resources), 11 (water) and 12 (energy efficiency and renewables) is likely to be determined by the particular measures proposed. Engineering solutions have the potential for conflicts against these Objectives.

**Objective 3: To reduce greenhouse gas emissions from transport**

**5.14** The detail of the possible measures provided in the LTP3 newsletter (June 2010) states that the borough will promote sustainable transport and reduce emissions from transport that may arise from new development. This has been found to be compatible with SEA Objectives 1 (human health and wellbeing), 2 (poverty and social exclusion), 5 (air quality), 6 (climate change), 7 (biodiversity) and 9 (smart growth), as a reduction in emissions from transport is likely to have a range of environmental benefits. The potential for compatibility with SEA Objective 12 (energy efficiency and renewables) is unclear at this stage. Implementation measures could include the use of technology to improve energy efficiency and the generation of renewable energy. However, this is not included in the possible measures. It is recommended that these measures are considered in the implementation of the Objective.

**Objective 4: To ensure and promote accessibility by sustainable modes of transport**

**5.15** The Objective seeks to provide access to services for all through providing a safe and secure environment in which sustainable travel choice can be achieved. This has been assessed as being compatible with SEA Objectives 1 (human health and wellbeing), 2 (poverty and social exclusion), 3 (crime and fear of crime), 4 (access to services and facilities), 9 (smart growth) and 12 (energy efficiency and renewables). Ensuring that a safe environment is achieved within the context of sustainable travel choices could help to improve levels of wellbeing and social inclusion. This could cumulatively have benefits for other SEA Objectives, depending on implementation measures.

**Objective 5: To protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment**

**5.16** It is likely that the promotion of sustainable and cleaner modes of transport will lead to improvements that will be compatible with the SEA Objectives seeking to protect the natural environment as well as being compatible with Objectives relating to the historic environment, human health and geographical equality within the borough. The compatibility assessment has found the Objective to be compatible with SEA Objectives 1 (human health and wellbeing), 2 (poverty and social exclusion), 5 (air quality), 6 (climate change), 7 (biodiversity), 8 (countryside and historic environment), 9 (smart growth), 10 (natural resources), 11 (water) and 12 (energy efficiency and renewables).

**Objective 6: To enhance the street environment**

**5.17** The proposed measures could lead to improvements in the built environment and public realm, that are considered to be compatible with SEA Objectives 1 (human health), 3 (crime and fear of crime), and 8 (countryside and historic environment). Measures could potentially improve a sense of wellbeing through the potential for improved use of the public realm, which in turn could lead to increased natural surveillance.

**5.18** It is recommended that potential measures include green infrastructure as part of landscaping and tree planting, to contribute to a wide range of potential benefits across the spectrum of SEA Objectives.

**Objective 7: To reduce casualties and improve safety on the local transport network**

**5.19** The Objective has been assessed as being compatible with SEA Objectives 1 (human health) and 2 (poverty and social exclusion) as it could lead to reduced geographical inequalities and accident rates. The compatibility with Objectives 7 (biodiversity), 8 (countryside and historic environment), 10 (natural resources) and 11 (water) could be dependent on implementation measures. This is as the possible measures include the development of engineering solutions. The nature of such measures will determine the potential for conflicts.

**Objective 8: To secure necessary transport infrastructure and services to support sustainable development**

**5.20** The Objective seeks to promote sustainable modes of transport and mitigate the effects of transport to support new development in the borough. This has been assessed as compatible with SEA Objectives 4 (access to services and facilities), (5 (air quality), 6 (climate change) and 9 (smart growth) as the promotion of sustainable modes of transport could help to maintain pollution levels whilst enabling improved accessibility and economic development. The potential compatibility with SEA Objectives 7 (biodiversity), 8 (countryside and historic environment), 10 (natural resources), 11 (water) and 12 (energy efficiency and renewables) is likely to be determined by the particular measures proposed. Although mitigation is cited, engineering solutions have the potential for conflicts against these Objectives.

**Table 5.3 - Compatibility Assessment for the LTP3 and SEA Objectives**

| | | SEA Objectives | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **LTP3 Objectives** | | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** |
| 1 | To reduce delays associated with traffic congestion and improve reliability of journey times | □ | □ | | □ | □ | □ | ? | ? | □ | ? | ? | |
| 2 | To maintain and improve the local transport network | | | | | | □ | ? | ? | | ? | ? | ? |
| 3 | To reduce greenhouse gas emissions from transport | □ | □ | | | □ | □ | □ | | □ | | | ? |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | To ensure and promote accessibility by sustainable modes of transport | □ | □ | □ | □ | | | | | □ | | | □ | |
| 5 | To protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment | □ | □ | | | □ | □ | □ | □ | □ | □ | □ | □ | |
| 6 | To enhance the street environment | □ | | □ | | | | | □ | | | | | |
| 7 | To reduce casualties and improve safety on the local transport network | □ | □ | | | | | ? | ? | | ? | ? | | |
| 8 | To secure necessary transport infrastructure and services to support sustainable development | | | | □ | □ | □ | ? | ? | □ | ? | ? | ? | |

| | | | |
|---|---|---|---|
| □ | Broadly compatible | X | Potential conflict |
| | Not relevant | ? | Dependent on nature of implementation |

**SEA Objectives**

| | | | |
|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | 7 | To conserve and enhance the Borough's biodiversity |
| 2 | To reduce poverty and social exclusion | 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas |
| 3 | To reduce and prevent crime and the fear of crime | 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys |
| 4 | To provide accessible essential services and facilities | 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste |
| 5 | To maintain air quality and improve where possible | 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough |

## Stage B2: Developing, Refining and Appraising Strategic Alternatives

### *Introduction*

**5.21** The SEA Directive requires that the Environmental Report should consider:

'reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex Ih).

**5.22** Following the initial compatibility assessment between the LTP3 challenges and the SEA objectives outlined in the previous section, this section develops, refines and assesses strategic alternatives, as part of Stage B of the SEA process.

### *Assessing Strategic Alternatives*

Table 5.4 Summary of alternatives

| LTP3 option | Summary |
|---|---|
| **No LTP3** | In the long-term if car use is not planned for and alternatives (such as public transport and the infrastructure to walk or cycle) are not provided, then congestion may worsen until people are eventually forced out of their cars. |
| **Provision of alternatives and integrated transport** | This alternative has predominantly beneficial environmental impacts and is equitable. |
| **Reduce the need for travel by land-use decisions, locating services and housing in close proximity** | This appears to be the best environmental option, as it is likely to reduce vehicle mileage, which addresses the 'need or demand' component of the sustainability hierarchy. In addition this option is equitable. |
| **Provide for demand for car travel on road networks and in centres of economic growth** | This would predominantly have negative effects on the environment. There would be a positive impact on accessibility for those with access to a car, but this option could be divisive and exclude the population who do not have access to a car. |
| **Restricting demand for car and freight use, for example using fiscal measures** | There are environmental benefits from this option which are related to a likely decrease in car use. However, there are considerable disbenefits relating to equity, as this option would exclude those without access to a car and those who cannot afford financial penalties. |

### *Recommendations*

**5.23** Out of the alternatives listed above, the best from an environmental perspective are:

- Provision of alternatives and integrated transport.
- Reduce the need for travel by land-use decisions locating services and housing in close proximity.

**5.24** Implementation measures which would improve the above alternatives are:

- Maintaining a choice of transport for the mobility-impaired who rely on the private car.
- Measures to keep the roads safe if traffic increases, such as education and engineering.
- Designing infrastructure so it does not have a negative impact on the historic environment, townscape or wider countryside.

### *Changes made*

**5.25** The SEA therefore recommended that the objectives for the LTP3 should be based around these premises. These recommendations were used when drawing up the LTP3 objectives, in particular the following:

- To provide better access to essential services by means other than the car.
- To improve public transport.

- To continue to improve road safety within the Borough.

### *Alternatives Assessment Summary*

**5.26** The starting point for choosing realistic options was the LTP3 objectives. All options were based around the plan's objectives to ensure they all meet the requirements of the plan.

**5.27** Therefore, most of the alternative measures were based on the broad strategic alternatives identified as being more sustainable in earlier stages of the SEA, for example those supporting provision of alternative travel options to the car, and reducing the need for travel by land-use decisions. Options which were identified as less sustainable or equitable at the broad strategic stage, for example restricting demand by congestion charging, have not been re-tested at this level.

**5.28** Most of these alternatives can be implemented in combination and are not a choice between discrete options. In order to assess these without running through the many possible permutations, it is assumed that the option under assessment is implemented in isolation. In reality this will obviously not be the case, but this approach helps to develop a package of measures and can recommend how much emphasis is placed upon each option. By examining the extremes, the most severe impacts (both positive and negative) can be identified.

**5.29** A summary of the SEA's recommendations can be found below in Table 5.5 and the full assessment of each can be found in Appendix D.

**Table 5.5 SEA Recommendations Summary**

| | |
|---|---|
| **Key Element** | **Better access to services** – within this theme there could be several initiatives based around improvements to public transport infrastructure and services. |
| **SEA findings and recommendations** | The best environmental benefits are gained from improving access to services by creating mixed-use development which locates houses and services in close proximity. However, promoting a choice of transport options and a comprehensive bus service also has environmental benefits.<br>A review of parking provision could have some positive impacts, although this relies upon implementation. This may not be equitable for those who rely on their car for mobility. |
| **LTP3 response** | The LTP3 and Local Development Framework are being developed together and as such, future land allocations will need to consider the objectives of the LTP3 and the need for accessibility from these sites to key services.<br><br>After initial SEA iterations the whole plan is based around the provision of a choice of transport for all and is looking to improve the alternatives to the car, which will be monitored during the life of the plan. |

| | |
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| **Key Element** | **Peak Hour Congestion** – options to combat congestion consist of travel planning, providing alternatives to the car and targeting road improvements. |
| **SEA findings and recommendations** | The options which perform best in the SEA are: reducing the impact of the school run on congestion by providing for walking, cycling or bus travel, encouraging company travel plans, improving public transport during peak hours, and increasing cycle flow at key points.<br>Those which perform less well are establishing multiple occupancy vehicle lanes and managing freight holistically. |
| **LTP3 response** | Recommendations accepted and incorporated.<br>Elements such as freight and multi-occupancy vehicle lanes are also included in the plan as they can potentially achieve congestion reduction. |

| | |
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| | The environmental impacts of any schemes under these headings will need to be assessed in depth at the implementation stage. |

| | |
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| **Key Element** | **Better public transport** – the LTP3 has various options to improve public transport. These include technological improvements, increasing satisfaction, subsidies, information and safety. |
| **SEA findings and recommendations** | The preferable options for the environment would be the introduction of demand-responsive public transport and generally increasing bus patronage and satisfaction. These options could reduce the distance travelled by the private car, with its associated benefits for the environment.<br>Subsidising affordable public transport is less beneficial in terms of environmental protection, but should be implemented in conjunction with other options in order to maintain equitable policies. |
| **LTP3 response** | Recommendations accepted and incorporated.<br>Increasing bus satisfaction and patronage are key elements of the plan, which will be monitored. |

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| **Key Element** | **Road Safety** – the options for making the roads safer include engineering measures, education and training. |
| **SEA findings and recommendations** | Inherently, all of these options will have an impact on the safety and security of the transport network. This may have the secondary or indirect effect of encouraging people to use alternatives to the car, in particular those options which make the school run a safer option.<br>The option to improve street lighting could have negative environmental consequences. Additional lighting will use further energy and could impact on the characteristic darkness of rural areas. |
| **LTP3 response** | Recommendations accepted and incorporated. |

| | |
|---|---|
| **Key Element** | **State of the Borough's roads** – these options cover maintenance of the transport infrastructure owned by the Borough Council. |
| **SEA findings and recommendations** | The production of an Asset Management Plan, which also includes improvements to encourage alternatives to the car, i.e. cycleways and footpaths, would provide more environmental benefits than simply improving road condition and structural maintenance. |
| **LTP3 response** | An Asset Management Plan will be a key component of the LTP3. |

| | |
|---|---|
| **Key Element** | **Streetscape –** the LTP3 can undertake works which visually enhance the street scene and remove unnecessary visual clutter. |

| | |
|---|---|
| **SEA findings and recommendations** | Any of the options to improve the streetscape of the Borough have very positive implications for the visual environment. The most benefits could be experienced if new development was designed with the enhancement of the streetscape in mind. This could involve planning safety measures, signage and green infrastructure (such as verges) from the outset to reduce the amount of 'clutter' on the streets and to make sure street furniture is in keeping with the rest of the development.<br>The environmental impacts of general verge and roundabout maintenance could be enhanced by positive management for biodiversity and maximising their environmental regulation potential, i.e. the ability of green areas to reduce the impacts of pollution or flooding, or buffer against carbon dioxide emissions. |
| **LTP3 response** | Recommendations accepted and incorporated. |

| | |
|---|---|
| **Key Element** | **Bracknell Town Centre –** the town centre redevelopment, and associated transport implications, are key components of the transport plan. |
| **SEA findings and recommendations** | Increasing opportunities to access the town centre for pedestrians and cyclists would give the most environmental benefits, so should therefore be focused upon as a key part of the redevelopment. However, this could exclude people with limited mobility who rely on the car for travel, so other options such as the shopmobility scheme and a park and ride scheme would improve the equitability of transport in the town centre.<br>Restrictive parking measures have environmental benefits because discouraging car use could lead to a modal shift. Negative aspects of this option could be improved by ensuring that those that need to use the car, and cannot afford fiscal measures, are not discriminated against. |
| **LTP3 response** | Recommendation accepted. The town centre proposals for transport have been developed with the above measures in mind and look to create a centre which can be accessed by a number of alternative forms of transport, catering for all needs. |

## Stage B3/4: Predicting and Evaluating the Effects of LTP3

### *Introduction*

**5.30** This section describes the final LTP3 and predicts and evaluates its environmental effects.

**5.31** The LTP3 Core Strategy comprises a long-term transport strategy covering 2011-2026. The Council has prepared Core Policies which set out the measures the Local Transport Authority will focus upon to 2026. These policies, together with their delivery strategies, have been grouped by component for the SEA. The components have been assessed in detail, together with a summary of effects, recommendations and residual effects.

### *Assessment of LTP3 Strategy*

**5.32** As already discussed in Section 3 on Methodology, the assessment undertaken relies heavily on professional judgement, which necessarily infers an element of subjectivity. It also relies on certain assumptions about the changes to people's behaviour as a result of the measures being assessed and the way development will be implemented.

**5.33** To enable the SEA process, the strategy was grouped by themes, based on similar aims and objectives, and subsequently divided into 8 components for assessment. The components used for the assessment are shown in Table 5.6. The assessment was undertaken considering each component as a whole and was undertaken taking into account the SEA Objectives outlined in Table 4.2 (SEA Framework). Cumulative effects have also been taken into account as part of the assessment. This approach has been devised to facilitate the effectiveness of appraisal and reduce the potential for repetition or contradiction. However, policy specific recommendations have been made where appropriate.

**Table 5.6 - LTP3 Core Policies**

| Core Policy | Component |
|---|---|
| **Policy TP1 – Accessibility**<br><br>**The Council is committed to maintaining its current high level of accessibility for all to key services such as healthcare, employment, local centres, supermarkets, education and leisure through:**<br><br>• Maintaining and improving, where feasible, accessible routes to and from essential services.<br>• Ensuring Bracknell Town Centre is a focus for journeys within the Borough.<br>• Providing an accessible public transport network.<br>• Ensuring sustainable transport provision from new development.<br>• Improve the walking and cycling infrastructure.<br>• Better integration of transport and land use planning to reduce the need to travel.<br>• Implementing key road capacity improvements.<br>• Developing a series of corridor route strategies to ensure a co-ordinated and forward thinking approach to network improvements.<br>• To address real and perceived concerns regarding personal safety when using transport infrastructure.<br>• Partnership working with interested parties including voluntary groups and local businesses. | **1. Accessibility and Community Wellbeing** |

| Core Policy | Component |
|---|---|
| **Policy TP2 - Streetscene**<br><br>**The Council will seek to enhance streetscenes across the Borough by:**<br><br>• Retain existing trees and vegetation where appropriate, that provide a valuable contribution to the landscape and ecology of the area.<br>• Incorporating adequate space for soft landscaping and street trees within the design of new streets and development, as appropriate.<br>• Seeking opportunities to enhance the natural environment through street design, e.g. the creation of green corridors and landscaping schemes that promote biodiversity.<br>• Ensuring the design of streets relate to their surroundings and are sympathetic to the heritage and character of the area.<br>• Seeking opportunities to design streets within urban areas with priority for non car use.<br>• Ensuring public safety is considered in street design.<br>• Reducing unnecessary street clutter.<br>• Ensuring viable bus routes and bus stops are considered as an integral part of development from the start to maximise appropriate levels of provision.<br>• Ensuring the design of new streets accord with the latest national and local guidance. | **2. Environmental Enhancement** |
| **Policy TP3 – Buses**<br><br>**The Council aims to increase the use and availability of buses, and to continue improving passenger satisfaction and bus punctuality through:**<br><br>• Encouraging and securing high quality readily accessible bus services which focus on local communities and Bracknell Town Centre.<br>• Continuing to ensure good access to key community facilities, e.g. community hubs and health centres.<br>• Where feasible procuring services that are not provided by the free market.<br>• Partnership working with bus operators and other interested parties.<br>• Improving infrastructure and priority measures where real benefits can be achieved.<br>• Maintaining access to the highway network for buses throughout the year.<br>• Active dialogue with developers to ensure bus services are effectively provided in new development.<br>• Promoting bus travel and making up-to-date information including Real Time Information available.<br>• Promoting easy and efficient ticketing for bus use.<br>• Seeking to improve connections between bus and train services.<br>• Encouraging bus operators to use alternative fuels / greener buses.<br>• Facilitating and providing Travel Concessions where appropriate. | **3. Public Transport Measures** |

| Core Policy | Component |
|---|---|
| | |
| **Policy TP4 – Rail**<br><br>**The Council will continue to work with Network rail and Train Operating Companies to seek further improvements in rail service delivery, capacity, patronage and further accessibility improvements to Bracknell Forest Borough rail stations through:**<br><br>• Continued support for Airtrack (rail access to Heathrow).<br>• Supporting and promoting strategic projects, including the provision of new railway stations and facilities where appropriate, through partnership working with Network Rail, Train Operating Companies and other interested parties.<br>• Using Intelligent Transport System technology to provide travellers with real time travel information, improved journey times, greater convenience and wider modal choice at stations.<br>• Investigating smart/integrated ticketing for public transport (e.g. multiple operator: bus, taxi and rail).<br>• Seeking to improve connections between bus and train services. | **3. Public Transport Measures** |
| **Policy TP5 - Taxi and Private Hire Vehicles**<br><br>**The Council will continue to encourage the provision of high quality taxi and private hire vehicle services within the Borough through:**<br><br>• Securing and maintaining high quality bus and taxi shelters through a new shelter contract.<br>• Continuing to provide a licensing service to ensure that taxi provision is properly regulated.<br>• Continuing to ensure that Taxis are accessible; for example, to accommodate wheelchair users and ensure drivers meet with duties under equality legislation.<br>• Promoting multiple occupancy vehicle trips such as taxi share.<br>• Partnership working with the taxi operators and other interested partners.<br>• Investigating the use of bus lanes and priority measures for taxis and private hire vehicles.<br>• Investigating smart / integrated ticketing for public transport e.g. multiple operator: bus, taxi and rail.<br>• Continuing / increasing cross boundary cooperation.<br>• Encouraging fleet operators, bus operators, taxi owners and other motorists to use alternative fuels / low emission vehicles.<br>• Ensuring adequate and relevant provision for Taxis within any redevelopment of the town centre. | **3. Public Transport Measures** |

| Core Policy | Component |
|---|---|
| **Policy TP6 – Community Transport**<br><br>**The Council will continue to support the provision of Community Transport services for people with mobility problems through:**<br><br>• Financial support where feasible.<br>• Ongoing publicity and promotion including the provision of easy access information about services.<br>• Ensuring major new development provides convenient stopping places. | **1. Accessibility and Community Wellbeing** |
| **Policy TP7 – Smarter Choices**<br><br>**The Council will:**<br><br>• Encourage the implementation, monitoring and renewal of Travel Plans.<br>• Promote public transport options.<br>• Improve and promote walking and cycling options, especially for short local trips.<br>• Encourage more sustainable use of vehicles.<br>• Provide high quality information on the travel choices available. | **4. Smarter Choices** |
| **Policy TP8- Walking and Cycling**<br><br>**The Council will promote walking and cycling in the Borough through:**<br><br>• Marketing cycling and walking as a healthy, sustainable and attractive travel choice.<br>• Improving, where feasible, walking and cycling infrastructure.<br>• Ensuring the needs of pedestrians and cyclists are fully considered within new developments.<br>• Improving green infrastructure to make walking and cycling more attractive.<br>• Improving safety for pedestrians and cyclists. | **4. Smarter Choices** |
| **Policy TP9- Public Rights of Way**<br><br>**The Council will endeavour to manage the Public Rights of Way network as key infrastructure in support of recreation, travel, health and biodiversity. Alongside the policies set out within the Rights of Way Improvement Plan, this will be achieved through:**<br><br>• Protecting and maintaining the Public Rights of Way network in accordance with legislative duties and powers.<br>• Promoting use of the public rights of way network to encourage walking, cycling and horse riding for enjoyment, health benefits and as alternative modes of travel to the car.<br>• Seeking opportunities to benefit biodiversity, e.g. through the creation of green corridors. | **1. Accessibility and Community Wellbeing** |

| Core Policy | Component |
|---|---|
| • Seeking opportunities to enhance the network by creating, reclassifying and / or improving paths to provide new linkages and circular routes and to increase accessibility for disadvantaged users.<br>• Encouraging joint working with landowners, user groups, volunteers, neighbouring Highway and Access Authorities, the Police and other agencies to improve accessibility and use.<br>• Supporting the work of the Local Access Forum with regards to the improvement of public access to land for the purposes of open-air recreation and enjoyment.<br>• Supporting the Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the Thames Basin Heaths Special Protection Area (SPA). | |
| **Policy TP10 - Travel Planning**<br><br>**The Council will seek the continued production and implementation of travel plans in the Borough through:**<br><br>• Continuing to develop School Travel Plans in co-operation with the Borough's schools.<br>• Requiring and monitoring the implementation of Travel Plans from new development.<br>• The implementation of Workplace Travel Plans from existing employers in the Borough.<br>Securing Travel Plans for other key facilities such as healthcare, retail and higher education. | **4. Smarter Choices** |
| **Policy TP11 – Smarter Vehicle Use**<br><br>**The Council will encourage the efficient use of vehicles through:**<br><br>• Managing the highway network and providing up-to-date journey information.<br>• Promoting and incentivising multiple-occupancy journeys.<br>• Promoting and facilitating car clubs.<br>• Promoting and facilitating, where appropriate, greener fuels vehicles and technology.<br>• Promoting fuel efficient driving techniques.<br>• Promoting the use of alternative travel choices for short local trips. | **4. Smarter Choices** |
| **Policy TP12 – Traffic Management**<br><br>**Council will regulate traffic, where necessary, through:**<br><br>• Facilitating the movement of traffic.<br>• Improving the reliability of journey times.<br>• Reducing the use of unsuitable routes. | **5. Traffic and Network Management** |

| Core Policy | Component |
|---|---|
| • Reducing conflicts between road users.<br>• Encouraging appropriate speeds.<br>• Mitigating the effects of the division of communities by the growth in road traffic. | |
| **Policy TP13 - Congestion Management**<br><br>**The Council will seek to reduce the impact of congestion through:**<br><br>• Reducing the need to travel for social, domestic and business purposes through planned location of development.<br>• Increasing the choice to travel by more sustainable modes of travel.<br>• Works and measures to improve the capacity and functionality of junctions and route corridors.<br>• Partnership working with major businesses to promote sustainable travel. | **5. Traffic and Network Management** |
| **Policy TP14 - Intelligent Transport Systems**<br><br>**The Council will use Intelligent Transport System (ITS) technology to manage traffic flow through transport corridors vulnerable to excess $CO_2$ emissions through:**<br><br>• Planning the expansion of ITS in a coordinated manner.<br>• Establishing an effective Urban Traffic Management Control (UTMC) system for Bracknell Forest.<br>• Promoting partnership working and data exchange with the neighbouring Authorities.<br>• Improving monitoring and management of the road network.<br>• Using technology to give priority to particular types of vehicles or road user, where appropriate.<br>• Provide reliable travel information to road users, so that they can make informed decisions before and during their journey.<br>• Exploring new opportunities for ITS technology to improve road safety. | **5. Traffic and Network Management** |
| **Policy TP15 – Movement of Freight**<br><br>**The Council will aid the effective movement of freight through:**<br><br>• A Quality Partnership for Bracknell Town Centre related to deliveries to new and expanded retail units.<br>• The continued promotion of preferred routes for freight movement.<br>• Servicing facilities provided in new development through the | **7. Freight** |

| Core Policy | Component |
|---|---|
| development control process.<br>• Encouraging more environmentally friendly freight including the use of alternative fuels and low emission vehicles.<br>• Requiring the servicing of new development to be carried out (in special circumstances) by low noise vehicles.<br>• Promoting and enabling the provision of infrastructure to facilitate use of low emission vehicles. | |
| **Policy TP16 – Parking**<br><br>**The Council will continue to facilitate the provision of parking in the Borough through:**<br><br>• The use of Development Management to bring about appropriate parking provision in all forms of new development and redevelopment within an overall Parking Strategy.<br>• Improving the provision, quality, convenience and security of public parking facilities for cycles.<br>• Improving the quality, security and convenience of public car parks.<br>• Managing car parking to support sustainable local facilities.<br>• Promoting dedicated parking bays with recharging points for electric vehicles.<br>• The Parking Strategy which sets out council provision of on street parking within the borough, provision of public parking areas and the role of enforcement within those provisions. | **8. Parking** |
| **Policy TP17 - Road Safety**<br><br>**The Council will continue to enhance its excellent safety record on its roads through:**<br><br>• Identification of the locations in the Borough that have recurring accidents, and investigation into the causes of those particular accidents.<br>• Development of a comprehensive annual programme of effective action to reduce the number and severity of injuries from road traffic accidents in the Borough.<br>• Requiring safety audits of all new highway work.<br>• Promoting safe and efficient sustainable transport routes.<br>• Producing a Road Safety Programme. | **6. Road Safety and Asset Management** |

| Core Policy | Component |
|---|---|
| **Policy TP18 - Network Management**<br><br>**The Council will:**<br><br>• Co-ordinate street and road works.<br>• License activities on the highway network.<br>• Monitor the safety of street and road works.<br>• Monitor the reinstatement of street works.<br>• Co-ordinate the response to congestion issues.<br>• Co-ordinate the development of Intelligent Transport Systems.<br>• Influence the actions of all stakeholders to ensure the Network Management Duty is achieved.<br>• Pro-actively communicate highway network issues.<br>• Deliver, develop and regularly review a Network Management Plans. | **5. Traffic and Network Management** |
| **Policy TP19 – Transport Asset Management Plan**<br><br>**The Council will use the Transport Asset Management Plan to provide a best value approach to managing and maintaining the Council's transport assets through:**<br><br>• Routine safety inspections at frequencies appropriate to the strategic importance of the street to identify and rectify defects likely to inconvenience or endanger network users or the wider community.<br>• Network condition assessments in line with standard national practice to establish current conditions and aid development of future planned maintenance programmes.<br>• Considering the potential impact climate change may have on the local transport network and ensuring so far as practicable that our works are adapted and resilient to climate change.<br>• Considering the impact of highway maintenance and schemes on the natural environment, i.e. incorporating SUDS, using sustainable/recycled materials and biodiversity impact mitigation.<br>• Reviewing and, where possible, reducing the use and impact of illuminated traffic signs and street lighting to contribute towards the Council's strategic carbon reduction agenda.<br>• Investigating and installing new and/or replacement public lighting systems that optimise power consumption and utilise apparatus that can be recycled. | **6. Road Safety and Asset Management** |
| **Policy TP20 – Air Quality Management**<br><br>**Where Air Quality Management Areas are declared, the Council will ensure that appropriate measures are identified in an AQMA Action Plan for that area.** | **2. Environmental Enhancement** |

## *Previous Recommendations at the Draft SEA stage*

**5.34** The following recommendations, grouped by overarching themes, were made to improve the overall sustainability performance of the LTP3 Strategy:

**5.35** It is regarded that Local Objective 5 (Protect and enhance the quantity and quality of natural resources including water, air quality, and the natural environment) is not reflected in the LTP3 policies. This relates to issues such as heritage and biodiversity issues. A related consideration is the need to enhance human health, which has not been considered fully in the objectives or LTP3 policies. This includes aspects such as air quality, transport related noise (see Environmental Noise Directive) and reducing the vulnerability of the network to terrorist attacks (as reflected in the guidance). Measures could be incorporated that might include a green infrastructure network integrated into all infrastructure with a particular emphasis on walking and cycling routes. (http://www.gos.gov.uk/497648/docs/171301/SEGIFramework.finaljul09.pdf) Guidance p.13 (National Transport Goals). It is suggested that the goal to 'reduce $CO_2$ emissions' isn't fully reflected in the LTP3. The introduction in particular reads that the main aim of the LTP3 is to support economic development (Section 5: The LTP Core Strategy and Implementation). Although 'equality of opportunity' and 'national goals for reduction(s) in carbon emissions' is mentioned, this is secondary to the need to support the local economy. It is suggested that the overarching principle of the plan should be to reduce contributions to climate change through the measures included. This should include a strategy that seeks to encourage a modal shift to more sustainable modes of transport for residual transport needs, with reducing the need to travel as the first priority in the hierarchy.

## *Amendments to the Draft LTP3 Core Strategy document*

**5.36** Responding to consultation feedback and recommendations made at the Draft SEA stage the following significant amendments to the Final LTP3 Core Strategies document have been made:-

**5.37** Policy TP2 has been amended to explicitly support biodiversity.

- Retain existing trees and vegetation where appropriate, that provide a valuable contribution to the landscape and ecology of the area.
- Incorporating adequate space for soft landscaping and street trees within the design of new streets and development, as appropriate.
- Seeking opportunities to enhance the natural environment through street design, e.g. the creation of green corridors and landscaping schemes that promote biodiversity.

**5.38** Policy TP9 has had an additional bullet point added to read:

- Seeking opportunities to benefit biodiversity, e.g. through the creation of green corridors.

**5.39** Policy TP2 has had an additional bullet point added to read:

- Ensuring the design of streets relate to their surroundings and are sympathetic to the heritage and character of the area.

**5.40** Environmental considerations are now covered by Policy TP19, with the inclusion of another bullet point:

- Considering the impact of highway maintenance and schemes on the natural environment, i.e. incorporating SUDS, using sustainable/recycled materials and minimising impact on biodiversity.

**5.41** TP8 has had an additional bullet point added to read:

- Improving green infrastructure to make walking and cycling more attractive.

**5.42** Policy TP4 has had an additional bullet point added to read:

- Supporting infrastructure and service improvements on the Reading to London Waterloo and the Reading to Redhill (including Gatwick Airport) lines.

### *How the previous recommendations have been addressed in the Final LTP3*

**5.43** Local Objective 5 was considered to give adequate attention to air quality, directly through TP20 and indirectly through Policy TP20, and indirectly by other policies, e.g. TP8.

**5.44** Consideration towards Green Infrastructure and beneficial Biodiversity and Travel Choice implications have been introduced into the Core Strategy policies. This has involved shoring up where necessary and providing addition clarity where such issues were not previously given any consideration.

**5.45** The challenge to reduce $CO_2$ emissions has been explicitly flagged up in Section 3- Background Paper. Section 4.7 shows how these issues have been translated into Policy. It is a cross-cutting issue – relating to most policies, that it has not been considered necessary to explicitly mention each policy's contribution to reducing $CO_2$ in policy wording. It can be assumed, for instance under Policy TP8 - Walking and Cycling, the term 'sustainable' contributes towards reducing $CO_2$ emissions.

**5.46** The national goals are LTP3's main driver, and the regeneration of the town centre is considered to be a key to delivering scheme that contributes towards the national goal. For instance, it will improve bus services in the borough, bring forward development and investment to fund schemes and deliver infrastructure.

**5.47** Reducing the affect of transport on climate change is covered throughout the Core Strategy. It is often too abstract a topic to explicitly refer to in Policy terms, however Section 3 – Background Paper shows how consideration of climate change cross-cuts many LTP3 policies.

**5.48** It is considered more appropriate to have a policy: TP7 – Smarter Choices that encourages modal shift towards sustainable modes of transport, which supports a set of strategies, e.g. the Walking and Cycling Strategy. 'Reducing the need to travel' is covered in Policy TP1- Accessibility. Sustainably located development is a prime consideration, both in LTP3, captured within our vision and under Policy CS1: Sustainable Development Principles in our LDF Core Strategy.

## Assessment Results

**5.49** The detailed assessment of the 8 components against the SEA Objectives is shown in Appendix D and Table 5.7 shows a summary of the significance of effects of each component against the SEA Objectives. Below a summary of the assessment made to each component is presented and general recommendations to further improve the strategy are proposed.

### *Overall findings*

**5.50** For the purpose of summarising the findings only the moderate and major impacts have been referred to.

**Component 1**

**5.51** This component provided a moderate beneficial score (++) when appraised against SEA Objective 1 (Human health and wellbeing), SEA 2 (Poverty and Exclusion), SEA 3 (To prevent crime) and SEA 4 (Accessible essential services). This component provides the opportunity to make essential services more accessible therefore potentially providing better access to health facilities. Increase accessibility to educational provisions could provide synergistic benefits for

human health and wellbeing in the long-term. Improvements to walking and cycling provisions could also result in beneficial effects upon the long-term health and wellbeing of the area.

**5.52** Providing accessible public transport could allow for any social exclusion concerns to be addressed. Policy TP1 seeks to develop partnership working with voluntary groups and local businesses. This could enhance social inclusion through enabling the local community to improve and gain ownership. Policy TP6 could help to increase community wellbeing through an increase interaction through the use of public transport and therefore have a beneficial effect upon any Social exclusion concerns.

**5.53** Policy TP1 seeks to improve the levels of accessibility in the Borough including improvements to walking and cycling infrastructure as well as addressing the real and perceived concerns regarding personal safety when using transport infrastructure. This could lead to benefits against SEA Objective 3 (Crime).

This component, especially Policy TP1, seeks to achieve an increase in accessibility to all key services for example health care, employment and local centres. This has a moderate beneficial effect upon SEA Objective 4 (accessible essential services).

**5.54** This component does however score moderate adverse score against SEA Objective 6 (Climate change) as the policy seeks to improve accessibility but does not focus on reducing vehicle emissions. However other policies seek to achieve this.

**Component 2**

**5.55** This component provided a moderate beneficial (++) score when appraised against SEA Objective 1 (Health), 2 (Poverty and social exclusion), 3 (Crime) 7 (Biodiversity) and 8 (Historic countryside). Enhancing the environment as set out in policies TP2 and TP20 will have beneficial effects upon human health and wellbeing as a result of creating more attractive surroundings.

**5.56** An enhanced urban environment could provide the basis for more public interaction and cohesion therefore potentially addressing any social exclusion concerns.

5.41 Policy TP2 could provide the opportunity for an enhanced urban environment which could lead to an increase in the use of open spaces, which can enhance community cohesion and natural surveillance in the medium to long-term. An increase in surveillance would have a beneficial effect upon SEA Objective 3 (Crime).

Policy TP2 would ensure that the design of streets relate to their surroundings and architectural character. This could have beneficial effects upon SEA Objective 8 (Countryside and historic).

**Component 3**

**5.57** This component provided a moderate beneficial (++) score when appraised against SEA Objective 1 (Health), 2 (Social exclusion), 4 (Accessible services), 5 (Air Quality), 6 (Climate change), 9 Smart economic growth), 10 (Natural resources) and 12 (Energy efficiency).

**5.58** The policies within this component seek to encourage an increase in the use of public transport. This could lead to benefits for human health and wellbeing as potentially less cars could mean better air quality.

**5.59** The policies within this component seek to ensure that public transport infrastructure is accessible. This could allow for disable and reduced mobility passengers being provided with public transport provisions and therefore not to excluding certain groups of people.

Increasing accessibility will lead to more essential services being available to residents.

**5.60** Encouraging taxis and buses to use more fuel efficient vehicles could help to address any air quality concerns as well as seek to address any climate change and energy efficiency issues.

**5.61** Seeking to improve efficiency in public transport provision for example improving punctuality and providing improved information and ticketing, could allow for an improvement to travel choice and reduce the need for the car.

**Component 4**

**5.62** This component provided a moderate beneficial (++) score when appraised against SEA Objective 1 (Health), 2 (Social exclusion), 4 (Accessible services), 5 (Air Quality), 6 (Climate change), 9 Smart economic growth), 10 (Natural resources) and 12 (Energy efficiency).

**5.63** This component seeks to encourage walking, cycling and a reduction in vehicle emissions; therefore aiming to address any heath and wellbeing concerns there may be.
**5.64** This component seeks to ensure that public transport infrastructure is accessible. This could allow for disable and reduced mobility passengers to be provided with public transport provisions and therefore not to exclude certain groups of people.
**5.65** All four policies within this component seek to provide accessible essential services via improvements to walking, cycling, pubic transport and car sharing schemes.
**5.66** Providing smarter choices would allow for air quality to be addressed as potentially vehicle emissions would be reduced thus addressing climate change concerns.
**5.67** Promoting greener fuels would look at a prudent use of natural resources and provide an opportunity to look at energy efficiency.

**Component 5**
**5.68** This component provided a moderate beneficial (++) score when appraised against SEA Objective 4 (Accessible services) and 5 (Air quality).
**5.69** The policies within this component seek to improve the management of traffic on the highway network. Reducing congestion and applying appropriate speeds to traffic flow could provide an increase in accessibility to essential services. Providing a more efficient flow in traffic on the highway network could allow for a reduction in air pollution at certain hotspots normally caused by congestion.
**5.70** This component also provided moderate adverse scores (--) when appraised against SEA Objective 6 (Climate Change) and 12 (Energy efficiency). The reason being that the knock-on effect of providing a more accessible highway network, is that the number of cars on the roads could increase. This could subsequently increase the emissions of green house gases and therefore not address climate change. However these adverse effects are justifiable and other policies seek to encourage public transport and the use of greener fuels which will address the issue of emissions.

**Component 6**
**5.71** This component provided a moderate beneficial (++) score when appraised against SEA Objective 1 (Health and Wellbeing), 6 (Climate change) and 12 (Energy efficiency). As a result of the appraisal a lot of the SEA Objectives scored neutral as the policies were considered not to result in any obvious effects.
**5.72** The two policies within this component seek to continue and/or enhance the existing road safety record within the Borough. The various ways of achieving this as stated within the bullet points of policy TP17 would have a beneficial effect upon human health and wellbeing within the Borough.
**5.72** Policy TP19 seeks to consider the potential climate change implications on the local transport network and install or replace public lighting systems that optimise power consumption. This could have a beneficial effect upon both addressing climate change and energy efficiency in the Borough.

**Component 7**
**5.74** This component provided a moderate beneficial (++) score when appraised against SEA Objective 5 (Air quality), 6 (Climate change) and 12 (Energy efficiency).
**5.75** As a result of the appraisal a lot of the SEA Objectives scored neutral as the policies were considered not to result in any obvious effects.
**5.76** This component seeks to provide effective movement of freight across the Borough. Policy TP15 seeks to encourage movement of freight through encouraging more environmentally friendly freight including the use of alternative fuels and low emission vehicles and promoting and enabling the provision of infrastructure to facilitate use of low emission vehicles.

**Component 8**
**5.77** This component provided a moderate beneficial (++) score when appraised against SEA Objective 3 (Crime) and 4 (Accessible essential services). As a result of the appraisal a lot of the

SEA Objectives scored neutral as the policies were either considered not to result in any obvious effects or would have both positive and negative effects therefore balancing out the overall outcome.

**5.78** This component seeks to continue the facilitation of parking within the Borough by improving security of existing public car parking and cycle parking. This could have a beneficial effect upon reducing crime and the perception of crime.

**5.79** Policy TP16 seeks to manage car parking in-order to support sustainable local facilities. This could provide improved access to essential facilities and services.

**Table 5.7 – Assessment Summary Table**

| No | SEA Objectives | LTP3 Strategy Components | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | Accessibility and Community Wellbeing | Environmental Enhancement | Public Transport Measures | Smarter Choices | Traffic and Network Management | Road Safety and Asset Management | Freight | Parking |
| 1 | To protect and enhance human health and wellbeing | ++ | ++ | ++ | ++ | + | ++ | 0 | + |
| 2 | To reduce poverty and social exclusion | ++ | ++ | ++ | ++ | 0 | 0 | 0 | 0 |
| 3 | To reduce and prevent crime and the fear of crime | ++ | ++ | + | + | 0 | + | 0 | ++ |
| 4 | To provide accessible essential services and facilities | ++ | + | ++ | ++ | ++ | 0 | 0 | ++ |
| 5 | To maintain air quality and improve where possible | +/- | + | ++ | ++ | ++ | 0 | ++ | +/- |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | -- | + | ++ | ++ | -- | ++ | ++ | +/- |
| 7 | To conserve and enhance the Borough's biodiversity | +/- | ++ | + | + | +/- | 0 | 0 | 0 |
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | +/- | ++ | + | + | +/- | 0 | 0 | 0 |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | +/- | + | ++ | ++ | +/- | 0 | 0 | +/- |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | - | + | ++ | ++ | +/- | 0 | 0 | 0 |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | +/- | + | + | + | +/- | 0 | 0 | 0 |
| 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | 0 | 0 | ++ | ++ | -- | ++ | ++ | +/- |

# 6.0 Mitigation and Monitoring

## Mitigation

### *Introduction*

**6.1** The term mitigation encompasses any approach which is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing LTP3. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.

**6.2** However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.

**6.3** Mitigation can take a wide range of forms, including:

- Refining options in order to improve the likelihood of positive effects and to minimise adverse effects;
- Technical measures (such as setting guidelines) to be applied during the implementation stage;
- Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
- Proposals for changing other plans and programmes; and
- Contingency arrangements for dealing with possible adverse effects.

**6.4** However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.

### *Mitigation of significant environmental effects*

**6.5** For those effects that are deemed significant for the LTP3, the following recommended mitigation measures are proposed by the SEA:

**Component 1**

**6.6** No suggested mitigation.

**Component 2**

**6.7** No suggested mitigation.

**Component 3**

**6.8** No suggested mitigation.

**Component 4**

**6.9** No suggested mitigation.

**Component 5**

**6.10** This component was awarded a negative score against SEA 6 and SEA 12. The reason being that increasing how efficient the highway network is could encourage additional vehicles on the road to the detriment of climate change and energy efficiency. However these are considered to be justifiable negative scores as other policy seek to encourage public transport and the use of green fuels.

**Component 6**

**6.11** No suggested mitigation.

**Component 7**
**6.12** No suggested mitigation.

**Component 8**
**6.13** No suggested mitigation.

## Monitoring Programme

**6.14** The SEA Directive states that 'member states shall monitor the significant environmental effects of the implementation of plans and programmes…..in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action' (Article 10.1). In addition, the Environmental Report should provide information on a 'description of the measures envisaged concerning monitoring' (Annex I (i)) (Stage E).

**6.15** SEA monitoring will cover significant social and environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant positive and negative effects should be monitored with the implementation of LTP3.

**6.16** The monitoring system must be clear, practical and cost-effective. The proposed monitoring framework has been derived from the indicators and targets that were developed for the SEA, along with other findings from the SEA process, i.e. focusing upon the key significant environmental considerations. These indicators were initially put forward in the Scoping Report then amended following consultation responses; they were taken from existing sources of indicators in order to ensure recording of data for the indicator is already established. Therefore table 6.2 has been the starting point for the development of the SEA monitoring framework but it was not deemed necessary or appropriate to collect data for all of the indicators.

**6.17** The table below identifies the questions that a monitoring framework should address, according to DfT guidance (2005), and identifies how this SEA will approach each one.

Table 6.1 Monitoring questions

| Questions to address | Approach |
|---|---|
| 1. What needs to be monitored? | The starting point for monitoring will be the full list of indicators and targets that were developed for the SEA (detailed in Appendix B, page).<br><br>The assessment indicated that there was very little in the LTP3 likely to have a significant or irreversible negative impact on the environment. However, in some areas there remains uncertainty and a lack of information where monitoring could ensure mitigation is effective. |
| 2. What sort of information is required? | This performance monitoring will, where possible, measure direct environmental effects (or 'outcomes') which enable a causal link to be established between implementation of the LTP3 and the likely significant effect being monitored. The causal chain analysis exercise earlier in the SEA process has helped inform this. However, as these links can often be difficult to establish or prove, it may also be necessary to consider indirect factors.<br><br>The LTP3 is a high-level strategic plan, with little detail on specific schemes, therefore this will be reflected in the level of detail in the |

| Questions to address | Approach |
|---|---|
| | environmental monitoring. |
| 3. What are the existing sources of monitoring information? | A considerable level of baseline data is presented in Appendix B showing links to existing monitoring reports, for example the APR or the Air Quality Progress Report. This has been drawn heavily upon when finalising the monitoring strategy. |
| 4. Are there any gaps in the existing information, and how can these be filled? | Gaps have been recognised in Appendix B and means of expanding these data sets have been identified. |
| 5. When would remedial action be required and what are the potential actions? | These thresholds and criteria, along with the relevant response, have been specified for each indicator being monitored. |
| 6. Who is responsible for the various monitoring activities, when should these be carried out and what is the appropriate format for presenting the results? | This has been specified for each indicator being monitored. Much of the required data will be included in the Delivery Report / Annual Progress Report which are the existing methods of reporting the performance of the LTP3. However, reference will also be made to other documents, especially the Annual Monitoring Report which is produced as part of the Local Development Framework. |

**Table 6.2 - Proposed monitoring programme**

| What needs to be monitored? | Indicator | Source of information | Frequency of data collection | Presentation of results | When should remedial action be taken? | What would remedial action entail? |
|---|---|---|---|---|---|---|
| Biodiversity: although no significant impacts on biodiversity were identified, this is a very key issue within the Borough, therefore monitoring is proposed. | Condition of SSSIs (including SPA and SAC) | Data from Thames Valley Environmental Records Centre (TVERC). Presented in the Bracknell Forest Annual Monitoring Report (AMR). | Annual | Within the AMR | If the percentage of SSSIs in 'Unfavourable declining' condition was to rise attributable to transport - related issues (lighting, noise, vibration, dust, disturbance) | Would be specific to the identified cause |
| | Achievement of Biodiversity Action Plan (BAP) targets for species whose habitat consists of grass verges, i.e. cowslip, Devil's-bit scabious, Ragged Robin. | Bracknell Forest BAP | Every 5 years | In the Bracknell Forest BAP | If the populations begin, or continue to decline | Ensure positive management is being carried out and schedule more extensive verge planting schemes for these species. |
| Health (including safety and security): this is potentially impacted on by many of the LTP3 policies, therefore should be monitored. In particular ensure that there are no secondary impacts associated with increasing levels of walking and cycling. | Number of casualties killed or seriously injured (all ages) | Data collected for the Best Value Performance Indicator 99(ai). | Annual | Reported in the Local Transport Plan Annual Progress Report (APR). | Ensure additional measures to improve safety are being carried out, (e.g. cycle training) | Carry out these measures. |
| Accessibility: many of the LTP3 policies aim to reduce car use by | Amount of completed new development within 30 minutes public | Data mapped using computer modelling software, | Annual | Within the AMR | If the accessibility of development | The Accessibility Strategy must be readdressed. |

| What needs to be monitored? | Indicator | Source of information | Frequency of data collection | Presentation of results | When should remedial action be taken? | What would remedial action entail? |
|---|---|---|---|---|---|---|
| integrating transport and land use planning and improving accessibility. | transport time of various services (GP, hospital, schools, employment and retail) | Accession. Presented in the Bracknell Forest AMR. | | | decreases. | |
| Air | Levels of PM10 and NOx at key sites within the Borough, in particular busy roads and junctions | Monitoring carried out for the Air Quality Progress Report. | Annual | Air Quality Progress Report | If levels of these 2 pollutants exceed government targets set out in the Air Quality Progress Report | If the objectives are not being met an Air Quality Management Area would be declared and a Local Air Quality Action Plan would be produced to improve the air quality. |

# 7.0 References


- European Commission (2001) Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”.
- ODPM (2005) A Practical Guide to the Strategic Environmental Assessment Directive.
- Department for Transport (DfT) - WebTag Guidance for SEA. TAG unit 2.11: Strategic Environmental Assessment for Transport Plans and Programmes (April 2009). http://www.dft.gov.uk/webtag/documents/index.php
- Environmental Assessments of Plans and Programmes Regulations (Statutory Instrument 2004 no.1633).

# Bracknell Forest Council Local Transport Plan 3 Core Strategy

# Strategic Environmental Assessment Environmental Report

# APPENDICES

**March 2011**

**www.bracknell-forest.gov.uk/LTP3**

# Appendix A Review of Policies, Plans and Programmes

**Table A.1 – Review of Relevant Plans, Policies and Programmes**

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| International | | |
| | UNFCC (1997) Kyoto Protocol to the UN Framework Convention on Climate Change | The protocol shares the objectives of the Convention, to achieve stabilisation of greenhouse gas concentrations in the atmosphere at safe levels. It strengthens the convention by committing countries to limit or reduce greenhouse emissions.<br>UK – reduce emissions by 12.5% below 1990 levels by 2008/2012 and a national goal to a 20% reduction in $CO_2$ emissions below 1990 levels by 2010. |
| | 2009 Review of the European Union Strategy for Sustainable Development | It is a framework for long term of sustainability in which economic growth, social cohesion and environmental protection are mutually supportive.<br>The Strategy focuses on:<br>• Limit Climate Change and increase the use of clean energy.<br>• Improve and increase sustainable transport provision.<br>• Sustainable consumption and production.<br>• Conservation and management of natural resources.<br>• Address threats to public health (hazardous chemicals, food safety).<br>• Increase social inclusion, equality and combat poverty.<br>• Improve educational attainment and lifelong learning. |
| | EC Council Directive on the conservation of Wild Birds (79/09/EEC) | Imposes a duty on Member States (except Greenland) to sustain populations of naturally occurring wild birds by safeguarding areas of habitat in order to maintain populations at ecologically and scientifically sound levels. |
| | EC Council Directive on the Conservation of Habitats and of Wild Flora and Fauna 92/43/EEC | Conserve fauna, flora and natural habitats of EU importance.<br>Establish a network of protected areas to maintain both the distribution and abundance of threatened species and habitats. |
| | EU Sixth Environmental Action Programme (2002-2012) | As an integral part of the EU Sustainable Development strategy, the sixth EAP proposes four priority areas for action:<br>• Tackling Climate Change.<br>• Nature and biodiversity. |

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| | | • Environment and Health.<br>• Sustainable use of natural resources and management of waste.<br>• To be delivered by a strategic approach to:<br>• Improving the implementation of existing legislation.<br>• Integrating environmental protection into other policies.<br>• Encouraging citizens and changing behaviour.<br>• Greening land use planning and management decisions. |
| | EU (2008) Waste Framework Directive (Revised WFD 2008/98/EC) | The aim of the Directive is to help the EU move closer to a 'recycling society', seek to avoid waste generation and to use waste as a resource. |
| | Urban Waste Water Treatment Directive (91/271/EEC) | The aim of the Directive is to protect the environment from the adverse effect of urban waste water discharge and discharges from certain industrial sectors and concerns the collection, treatment and discharge of:<br>• Domestic Waste Water<br>• Mixture of Waste Water<br>• Waste water from certain Industrial Sectors.<br><br>The four guiding principles are planning, regulation, monitoring and reporting. |
| | The Conservation (Natural Habitats &c.) Amendment (England and Wales) Regulations 2007 | The regulations "provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites" under European Law.<br><br>This places a duty on the Secretary of State to propose a list of sites that warrant special protection. These designated sites can include Special Areas of Conservation (SACs), under the EU Habitats Directive and Special Protection Areas (SPAs), under the EU Birds Directive, of which there are several in the Borough. These sites form the Natura 2000 site framework.<br><br>"The Regulations enable the country agencies to enter into management agreements on land within or adjacent to a |

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| | | European site, in order to secure its conservation". |
| National | | |
| | Towards a Sustainable Transport System - Supporting Economic Growth in a Low Carbon World (October 2007) | The report has three main aims:<br>• in response to the Eddington study, the Government outlines a set of transport recommendations to improve economic growth and productivity and deliver a reduction on carbon emissions as recommended in the Stern Review,<br>• it sets out the Department for Transport's ambitious policy and investment<br>• plans for the period to 2013-14,<br>• it proposes a new approach to longer term transport strategy and how passengers, users, the transport industry and other stakeholders will be engaged to develop and implement the process. |
| | Delivering a Sustainable Transport System: Main Report (2008) - DfT | Outlines the key components of the national transport infrastructure, alongside the five 'enduring' objectives which will act as foundations for the LTP3:<br>• To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;<br>• To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;<br>• To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;<br>• To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and<br>• To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment. |
| | Climate Change Act 2008 | Introduces a binding long-term framework to reduce greenhouse gas emissions towards a target of at least an 80 per cent reduction below 1990 levels by 2050.<br>The following carbon budget periods were announced in the April 2009 budget in line with recommendations made by the Climate Change Committee:<br>22% reduction 2008–12<br>28% reduction 2013–17<br>34% reduction 2018–22 |

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| | The UK Low Carbon Transition Plan: National strategy for climate and energy | Sets out the Governments 'five-point plan' to deliver greenhouse gas emission cuts of 18% on 2008 levels by 2020 to tackle climate change. In light of one fifth coming from transport, the following measures are intended to deliver a 14% reduction from transport-related activity in this period:<br>• Continuing to improve the fuel efficiency of new conventional vehicles<br>• Supporting low carbon fuels and fuels of the future<br>• Helping people to make low carbon travel decisions<br>• Requiring international aviation and shipping to reduce emissions<br>• Securing the oil supplies the UK needs during transition |
| | Low Carbon Transport: A Greener Future | States that by 2050, UK residents can expect to see a "fundamentally different transport system", being largely decarbonised. Currently, 21% of all domestic greenhouse gas emissions stem from transport.<br>The strategy sets out the actions to deliver reduced emissions, in line with government obligations under the Climate Change Act 2008, by promoting low-carbon choices, embracing new technologies and fuel, and using market mechanisms. |
| | Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities (November, 2009) | The aim of this guide is to:<br>• help make the business case for sustainable, low carbon, initiatives and help bring it into the core of local authorities work;<br>• draw on the latest developments to show how sustainable travel initiatives might best be delivered, measured and funded, drawing on examples of good practice from around the country. |
| | The Future of Transport White Paper, DETR (July 2004 – Cm 6234) | Sets out the Government's objectives for transport to 2030 as being to deliver a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives:<br>• the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;<br>• the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;<br>• bus services that are reliable, flexible, convenient and tailored to local needs;<br>• making walking and cycling a real alternative for local trips; and |

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| | | • ports and airports providing improved international and domestic links.<br>Recognises the role of travel in carbon and other emissions and seeks to minimise the negative impact on people and the environment. |
| | Delivering a Sustainable Railway - White Paper CM 7176 | The Railways Act 2005 places a statutory duty on the Government to set out every five years how much public expenditure it wishes to devote to rail and specify what it wants the railway to deliver, notably in relation to safety, reliability and capacity. The formal statement, including the High Level Output Specification and Statement of funds available, is contained within the White Paper. It covers the period 1 April 2009 to 31 March 2014.<br>The White Paper looks at the potential future challenges for the railway over a 30-year horizon. It identifies three long-term agendas for Government and the rail industry working in partnership: increasing the capacity of the railway, delivering a quality service for passengers, and fulfilling rail's environmental potential. |
| | The Air Quality Strategy for England, Scotland and Wales (2007) | Improve air quality. Targets include Sulphur dioxide 20ug/$m^3$; Nitrous oxides 30ug/$m^3$; Particles (PM10) 40ug/$m^3$; and Nitrogen dioxide 40ug/$m^3$<br>SA Framework to include air quality. Plan to include measures to reduce emissions to air and improve air quality. |
| | Conserving Biodiversity - The UK Approach to protecting the best sites for wildlife; DEFRA (2007) for UK Biodiversity Partnership | Objectives:<br>• Protecting the best sites for wildlife<br>• Targeting action on priority species and habitats<br>• Embedding proper consideration of biodiversity and ecosystem services in all relevant sectors of policy and decision-making<br>• Engaging people, and encouraging behaviour change<br>• Developing and interpreting the evidence base |
| | PPS1 - Delivering Sustainable Development | PPS1 states that sustainable development is the idea of ensuring a better quality of life both now and in the future. PPS1 proposes priority areas for action:<br>• Promoting community cohesion and inclusion<br>• Protect and enhance the quality and amenity value of the environment<br>• Use natural resources efficiently and wisely<br>• Contributing to sustainable economic growth<br>There should be an integrated approach to sustainable development in spatial planning; considering environmental, economic and social objectives in development plans. They should for example address causes and potential |

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| | | impacts of climate change. Moves to reduce energy use and emissions should include:<br>• Encouraging patterns of development that 'design out' the need to travel by car and reduce the impact of moving freight.<br>• Improving sustainable access to jobs, healthcare, education, shops, leisure and community facilities, open space, sport and recreation.<br>• Managing patterns of urban growth to harness public transport, focusing development in existing centres near to major public transport interchanges. |
| | PPS – Planning and Climate Change Supplement to planning Policy 1 | Aim – deliver sustainable development which gives a full and appropriate response to climate change.<br>• Secure the highest resource and energy efficiency and reduce emissions<br>• Promote sustainable transport and reduce the reliance of car use<br>• Encourage social inclusion and cohesion<br>• Conserve and enhance biodiversity<br>• Enable communities to tackle climate change<br>• Encourage businesses to harness technology to mitigate and adapt to climate change |
| | PPG2 - Green Belts | In place to prevent urban sprawl and prioritise brownfield development in existing centres. There should be a general presumption against inappropriate development in the Green Belt. |
| | PPS3 - Housing | Aims to deliver a sufficient quantity of high quality affordable and market housing in urban and rural communities where people want to live. Efficient use of space and access to public transport and community amenities should be reflected in the quality of urban design. |
| | PPG4 - Industrial, Commercial Development and Small Firms | Industry and commerce developments should focus on supporting sustainable economic growth, incorporating economic objectives with environmental consideration. This should be reflected in spatial strategy and development plans.<br>Accessibility to customers, raw materials, suppliers, workforce and other businesses are a key consideration. Consequently, links to energy efficient transport hubs e.g. rail and bus links, should be given high priority upon considering locations to reduce the need to travel. |
| | PPS6 - Planning for Town Centres | Spatial Planners should be proactive in planning for town centres that reflect community strategies by:<br>• making provision for a range of shopping, leisure and local services, which promote consumer choice and meet the needs of the entire community, particularly the socially-excluded; |

| No. | Plan / Strategy | Objectives / Relevance to LTP3 |
|---|---|---|
| | | • improving productivity, by supporting efficient, competitive and innovative retail, leisure, tourism and other services;<br>• improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of transport. |
| | PPS7 - Sustainable Development in Rural Areas | In accordance with PPS1, PPS7 promotes:<br>• thriving, inclusive and sustainable rural communities, ensuring people have decent places to live by improving the quality and sustainability of local environments and neighbourhoods;<br>• sustainable economic growth and diversification;<br>• good quality, sustainable development that respects and, where possible, enhances local distinctiveness and the intrinsic qualities of the countryside; and<br>• continued protection of the open countryside for the benefit of all, with the highest level of protection for our most valued landscapes and environmental resources.<br><br>New development outside of settlements should be strictly controlled and should complement an areas distinct character, whilst priority should be given to the redevelopment of brownfield sites. |
| | PPS9 - Biodiversity and Geological Conservation | Local planning authorities should consider the potential impacts of planning decisions; the aim being to maintain, enhance, restore or add to biodiversity and geological conservation interests. Local authorities carry the responsibility of bringing forth Government objectives:<br>• to promote sustainable development;<br>• to conserve, enhance and restore the diversity of England's wildlife and geology;<br>• to contribute to rural renewal and urban renaissance.<br><br>Measures for mitigation should be used when there is an unavoidable adverse impact on the natural environment. |
| | PPS10 - Planning for Sustainable Waste Management | Sustainable waste management through the reduction of waste and its use as a resource form the main scope of PPS10 in a bid to "break the link between economic growth and the environmental impact of waste". The main principles are to:<br>• minimise waste;<br>• use waste as a resource, only disposing of it as a last resort; |

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| | | • provide the framework for communities to take responsibility for their own waste;<br>• invest in waste management, ensuring sufficient facilities are available;<br>• help implement the national waste strategy and support legislative targets. |
| | PPS12 - Local Spatial Planning | PPS12 outlines the preparation of Local Development Documents (LDDs) that encompass the Local Development Framework that sets out the Local Authority's spatial planning strategy.<br>The key aims are :<br>• flexibility to quickly adapt to changing local circumstances<br>• strengthen stakeholder and community participation in the development of policies that shape communities<br>• to 'front load'; making decisions on key issues early in the process to establish consensus at an early stage to prevent problems emerging later<br>• subject documents to sustainability appraisals to ensure alignment with sustainable development objectives<br>• for a 'sound' document, based on a robust evidence base<br><br>It states the importance of the Local Transport Plan playing an integral part in the spatial development strategy, and the need for a consistent approach to transport policy throughout the LDD portfolio. It highlights that transport policies should:<br>• support the Core Strategy<br>• be included in the proposals map<br>• be realistic in their approach to what can be achieved over the plan period<br>• only included scheme proposals where there is strong commitment from the delivery agency<br>• make clear distinction between scheme proposals and safeguarding potential transport routes which may not necessarily be taken forward over the plan period. |
| | PPG13 - Transport | Provides guidance on Government intentions to meet the needs of supporting a high quality of life whilst addressing environmental concerns. In producing planning documents, Local Authorities should:<br>• actively manage the pattern of urban growth to make the fullest use of public<br>• transport;<br>• locate day to day facilities in local centres so that they are accessible by walking and cycling;<br>• accommodate housing and other uses within existing urban areas, and plan for increased intensity of development |

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| | | which are highly accessible by public transport, walking and cycling;<br>• ensure access to public facilities by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas;<br>• in rural areas, development should be prioritised around local service centres to act as a focal point facilitating better transport provision in the countryside;<br>• ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked;<br>• use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;<br>• prioritise sustainable modes of transport by providing more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;<br>• consider the needs of the disabled in the design of transport networks and in the implementation of planning policies and traffic management schemes;<br>• consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments to protect community and road safety;<br>• secure sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. |
| | PPG14 - Development on Unstable Land | PPG14 provides guidelines on use of land subject to instability or potential instability. Planners should consider physical constraints of land to prevent inappropriate use. Where instability problems arise, scope for remedial, preventive or precautionary measures should be considered. |
| | PPG15 - Planning and the Historic Environment | The planning system plays a pivotal role in protecting sites of historical importance. This document provides the full statement of Government policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment.<br><br>This guide can essentially provide the link between protection measures and development management. |
| | PPG16 - Archaeology and Planning | PPG16 resonates the importance and vulnerability of archaeological finds. It provides guidance on the preservation and recording of archaeological sites from a development perspective and the impetus to be applied in planning decisions and in the imposition of planning conditions. |
| | PPG17 - Planning for | This document recognises the important role open spaces and recreational facilities play in bolstering quality of life |

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| | Open Space, Sport and Recreation | and meeting a community's needs. The Government supports there provision in the deliverance of the following objectives:<br>• supporting an urban renaissance – they perform vital functions for recreation and nature conservation. They create urban environments that are attractive, clean and safe;<br>• supporting a rural renewal - they contribute to the quality of life of people who live in rural areas. Visitors from tourism generated can play an important role in the regeneration of rural economies;<br>• well planned and maintained open spaces and recreational facilities can act as a focal point for<br>• community interaction and activities;<br>• health and well being – they play a vital role in promoting healthy living and preventing illness, and assist social development of children through play, sporting activities and interaction with others;<br>• promoting more sustainable development – ensure such facilities are well served by sustainable modes of transport. |
| | PPS22 - Renewable Energy | Planning that facilitates renewable energy development is considered a vital component in delivering the Government's aim to reduce carbon dioxide emissions by 60% by 2050.<br>Local Development Documents should:<br>promote and encourage the development of renewable energy resources;<br>recognise the full range of renewable energy sources, locational requirements and the potential for exploitation;<br>set out the criteria that will be applied in assessing applications for planning permission for renewable energy projects;<br>exclude planning policies that rule out or place constraints on the development of renewable energy technologies without sufficient reasoned justification. |
| | PPS23 - Planning and Pollution Control | Collaboration between spatial planners, transport planners and pollution control regulators is essential to meet the common objective of delivering sustainable development. Consequences and subsequent management and reduction of pollution and land contamination should be fully considered to protect and improve the natural environment, amenity and public health and safety. |
| | PPG24 - Planning and Noise | Noise-sensitive developments should be located away from existing sources of significant noise (or programmed development such as new roads) and potentially noisy developments are located in areas where noise will not be of such an important consideration or where its impact can be mitigated. |
| | PPS25 - Development | In delivering sustainable development, LPAs should appraise, manage and reduce the risk of flooding. Planning |

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| | and Flood Risk | policy on development and flood risk should seek to “avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall”. |
| | UK Biodiversity Action Plan | The UK BAP was published in response to the requirements of the Convention on Biological Diversity (1992). It highlights a number of priority habitats and species with associated action plans. |
| | Wildlife and Countryside Act<br>1981 (as amended) | Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain. |
| | 'Working with the Grain of Nature': A Biodiversity Strategy for England (2002) | Ensures biodiversity considerations are embedded in all main sectors of economic activity. (It is the principal means by which the government will comply with duties under the section 74 of the CRoW Act). |
| | Countryside and Rights of Way Act 2000 (CRoW) | Emphasises the public’s right of access to open country and common land, and gives additional protection to Sites of Special Scientific Interest (SSSI). |
| | Natural Environment and Rural Communities Act 2006 (NERC) | The key objectives of this act are to help both achieve a rich and diverse natural environment with thriving rural communities and implement key elements of the government’s rural strategy.<br>‘Natural England’ was created to marry the enhancement of biodiversity and landscape with the promotion of access and recreation, with the aim of benefitting people through a more integrated approach.<br>‘Commission for Rural Communities’ was formed as a strong national rural advisor, advocate and watchdog charged with ensuring that Government policies are making a real difference in tackling rural disadvantage. |
| | Regional | |
| | South East Plan, May 2009 | The South East Plan (SEP), forms the long-term planning framework and regional transport strategy up to 2026. The SEP’s vision is for:<br><br>“A socially and economically strong, healthy and just South East that respects the limits of the global environment. Achieving this will require the active involvement of all individuals to a deliver a society where everyone, including the |

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| | | most deprived, benefits from and contributes to a better quality of life. At the same time the impact of current high levels of resource use will be reduced and the quality of the environment will be maintained and enhanced".<br><br>As a 'sub-regional hub', Bracknell Forest is recognised as an area exhibiting high economic and other growth potential in relation to its proximity to London and major transport links.<br><br><u>Regional Transport Strategy (RTS)</u><br><br>Sets out the vision for:<br><br>"a high quality transport system to act as a catalyst for continued economic growth and provide for an improved quality of life for all in a sustainable and socially inclusive manner; a regional transport system that progressively reaches the standard of the best in North West Europe".<br><br>Key regional challenges identified as:<br>• to provide consistently good access between the UK and the world through gateway ports and airports<br>• to maintain high quality radial connectivity to London, and develop orbital routes around London<br>• to deliver transport measures which address severe deprivation<br>• to reduce the impact of the transport system on the environment.<br><br>BFC's LTP3 must consider these region-specific objectives to overcome such challenges:<br>• rebalance and invest in local transport structure to encourage the modal shift to more sustainable modes<br>• introduce measures to reduce reliance on single-occupancy car use in order to reduce the impact of the transport system on the environment, health and community<br>• maintain existing infrastructure as an asset<br>• improve inter-regional connectivity by developing road and rail networks<br>• improve access to international gateways<br>• improve transport connectivity and management into and within the Thames Gateway to improve regeneration and |

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| | | economic potential<br>• improve strategic road and rail links within and to the Western Corridor and Blackwater Valley to maintain economic competitiveness. |
| | Regional Economic Strategy<br>2006-2016 | The strategy addresses economic challenges in the South East within a new global context. It "sets targets to ensure that success is more widely accessible; and identifies the importance of quality of life as a competitive advantage". The three main objectives to overcome regional challenges are:<br><br>1. Global Competitiveness – investing in success through assisting more businesses to operate internationally and maximising the South East's share of foreign direct investment;<br><br>2. Smart Growth – lifting underperformance through increasing the region's stock of businesses; maximising the number of people ready for employment at all skill levels, and ensuring they are equipped to progress<br>in the labour market;<br><br>3. Sustainable Prosperity – supporting quality of life through reducing $CO_2$ emissions attributable to the south east and increasing the contribution of renewable energy; reducing water consumption, reducing waste, improving the quality of green infrastructure and reducing polarisation between communities.<br><br>An effective transport system is recognised as being a fundamental requirement for the continued competitiveness of the region. In the LTP3, there will be a need to:<br><br>• address congestion;<br>• solve bottlenecks in the infrastructure system;<br>• promote investment in and usage of public transport;<br>• develop mechanisms to improve demand on the existing transport system;<br>• develop a clear and coherent view of regional transport priorities;<br>• develop a more responsive planning system that will enable regional stakeholders to consolidate development needs with transport capacity;<br>• improve accessibility from more remote areas to service infrastructure, employment opportunities and, above all, |

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| | | to the primary transport network;<br>• Developing innovative policy across related areas, such as the use of flexible working supported by developments in ICT to reduce commuting, while enhancing health and productivity. |
| | Regional Sustainability Framework (June 2008) | Sets a common vision, four priorities and 25 objectives that will help guide sustainable development in the south east. All regional strategies and policies should follow RSF principles to ensure the actions of all south east organisations contribute towards a consistent vision of our sustainable future. |
| | Sustainable Communities in the South East - Government Office for the South East / Office for the Deputy Prime Minister | Building on the Communities and Local Government's Sustainable Communities Plan, the South East Region identifies a focus for social inclusion, neighbourhood renewal and improving housing. |
| | Berkshire Biodiversity Action Plan | This Action Plan has approached the issue of conservation by identifying those habitats under threat and in need of action. A framework of local action plans is drawn upon to identify the specific threats and the work needed to safeguard their future. |
| | South East Green Infrastructure Framework | The purpose and breadth of this framework is to establish green infrastructure as an integral and essential component of sustainable communities and provides "detailed guidance on how green infrastructure can be delivered through the planning system and local partnerships, including securing funding for its creation and long term maintenance". |
| | Local | |
| | Medium-term Objectives (2009-2011) | Bracknell Forest Council has set out six over-arching priorities:<br>Priority one: a town centre fit for the 21st Century<br>• To build a vibrant town centre that residents are proud of.<br><br>Priority two: protecting and enhancing our environment<br>• To keep our parks, open spaces and leisure facilities accessible and attractive.<br>• To promote sustainable housing and infrastructure development.<br>• Keep Bracknell Forest clean and green. |

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| | | Priority three: promoting health and achievement<br>• To improve health and well being within the Borough.<br>• To improve the outcomes for children and families through the Children and Young Peoples Plan.<br>• Seek to ensure that every resident feels included and able to access the services they need.<br><br>Priority four: create a borough where people are safe and feel safe.<br>• To reduce crime and increase people's sense of safety in the Borough.<br>• To promote independence and choice for vulnerable adults and older people.<br><br>Priority five: value for money<br>• To be accountable and provide excellent value for money.<br><br>Priority six: sustain economic prosperity<br>• To promote the Borough's economic activity and potential.<br>• To promote workforce skills.<br>• To limit the impact of the recession. |
| | Sustainable Community Strategy (2008) | Sets out the Boroughs aspirations up to 2030. It sets out the vision for the transport network as:<br><br>"There will be an effective, efficient and sustainable transport system focusing on the needs of people in the local area, providing choice and reducing congestion whilst maintaining the network. Recognising the location of the Borough in the heart of the Thames Valley will be essential to future development."<br><br>The SCS states that the vision will have been achieved when:<br>• There will be the provision of reliable, safe and affordable alternatives to the use of the car through accessible public transport and safe cycle and walkways.<br>• There will be improved movement on roads, to create and maintain a quality environment. |

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| | | • There will be better access to local services and facilities, such as healthcare.<br>• The use of technology will lead to the travelling public being better informed, experiencing more reliable journeys. |
| | Local Area Agreement (2007 – 2010) | Contains a three year agreement negotiated by the Bracknell Forest Partnership, between Central Government and the local strategic partnership, towards a joint framework for the delivery of public services.<br><br>The primary objective is to deliver 'sustainable communities', whilst secondary objectives are to:<br>• Improve Central and Local Government relations;<br>• Enhance efficiency;<br>• Strengthen partnership working;<br>• Offer a framework within which local authorities can enhance their community leadership role.<br><br>The agreement contains specific indicators and targets that measure the success and impact of initiatives on the ground. |
| | Bracknell Forest Borough Local Development Framework (LDF) | Comprises a selection of individual documents that collectively act to steer future development in Bracknell. Current documents are:<br>• The Local Development Scheme<br>• The Statement of Community Involvement<br>• The Annual Monitoring Report<br>• The Core Strategy DPD<br>• Bracknell Forest Borough Parking Standards SPD<br>• Limiting the Impact of Development SPD<br>• Designing for Accessibility SPD<br>• Sustainable Resource Management SPD |
| | Bracknell Forest Borough Core Strategy, February | The Core Strategy "sets out a planning framework for guiding the location and level of development in the Borough up to 2026". It incorporates 12 spatial objectives: |

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| | 2008 | • To plan for a balance of housing and employment growth<br>• To aid delivery of housing in the Borough, which meets the needs of all sectors of the community, including the provision of affordable housing<br>• To deliver the regeneration of Bracknell town centre<br>• To promote a sequential approach to the location of new development<br>• To promote a transport system which enables access to services, by a choice of transport modes<br>• To ensure high quality well designed development is delivered in the Borough<br>• To support and facilitate essential community facilities and infrastructure in accessible locations<br>• To deliver accessible development meeting the needs of the Borough<br>• To maintain and improve the built and natural environment, and to avoid or mitigate the effects of new development upon the natural and historic environment<br>• To maintain high and stable levels of economic growth<br>• To promote the sustainable use and disposal of resources<br>• To mitigate against and adapt to climate change |
| | Local Transport Plan 2006-2011 | Objectives:<br>• To continue to minimise the decline in the state of Bracknell Forest's road network.<br>• To continue to improve road safety within Bracknell Forest.<br>• To reduce peak hour congestion.<br>• To provide better access to essential services by means other than the car.<br>• To improve public transport. |
| | Bracknell Forest Borough Local Plan, Jan 2002: saved policies | • To ensure that new development accords with the best principles and practices of "sustainable development", including the promotion of good public transport to serve it.<br>• To maintain the distinction between urban and rural areas, to prevent the coalescence of existing settlements.<br>• To safeguard the existing open, rural, and undeveloped character of the Green Belt and to enhance its quality.<br>• To provide opportunities for access, and outdoor sport and recreation for people living within and around the Green Belt.<br>• To realise the aims of sustainable development by reducing the need to travel through the integration of transport |

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| | | and land use planning.<br>• To reduce the reliance on the private motor car by providing people with the choice of using viable and attractive alternatives.<br>• To encourage an increase in safe cycle and pedestrian movement, through promoting investment in the maintenance of existing facilities and the provision of new facilities where appropriate and desirable.<br>• To facilitate and encourage greater use of public transport by promoting investment in existing and new facilities and services, for example park and ride schemes, bus services and additional railway stations.<br>• To secure physical and social infrastructure that meets the needs of local communities with due regard for the environment, by seeking an appropriate contribution from development towards the provision of related local infrastructure and community facilities. |
| | Bracknell Forest Borough Council Biodiversity Action Plan | Investigate opportunities afforded by existing road verges as potential 'meadow resource' (10 km by 2005), including further work on roadside nature reserves (Positive Management).<br>Ensure that all sites that are designated as SSSIs or WHSs are defended and/or given due consideration within the planning process.<br>Encourage projects that generate new areas of woodland and/or improve woodland management in existing woods (Positive Management). |
| | Bracknell Forest Borough Local Development Scheme (September 2009) | This document sets out the 3 year project plan for preparing Local Development Documents that constitute the planning policy framework. It identifies existing documents, those in the pipeline and the resources required to produce them. They include:<br><br>Six already prepared and adopted:<br>• Designing for Accessibility in Bracknell Forest Supplementary Planning Document (adopted June 2006)<br>• A Statement of Community Involvement (adopted July 2006)<br>• Bracknell Forest Borough Parking Standards Supplementary Planning Document (adopted July 2007)<br>• Limiting the Impact of Development Supplementary Planning Document (2nd version adopted July 2007)<br>• Core Strategy Development Plan Document (adopted February 2008)<br>• Sustainable Resource Management Supplementary Planning Document (adopted October 2008) |

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| | | Those identified for preparation or review:<br>• Development Plan Documents (DPDs)<br>• Site Allocations<br>• Proposals Map<br>• Core Strategy<br>• Development Management<br><br>Supplementary Planning Documents (SPDs)<br>• Amen Corner<br>• Warfield (formerly known as Land north of Whitegrove and Quelm Park)<br>• Bracknell Forest Character Areas<br>• Streetscene<br>• Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy<br>• Limiting the Impact of Development |
| | Designing for Accessibility in Bracknell Forest SPD (June 2006) | To align with current legislation, issues of accessibility should be considered at the initial design concept stage to benefit people with disabilities, the elderly, the infirm and those with young children. |
| | Limiting the Impact of Development SPD (July 2007) | Development can add further pressure to, or require additional, infrastructure and local facilities, including roads and public transport schemes, open spaces and community facilities. This document assists in achieving a consistent approach in mitigating the impact of development in the determination of planning applications.<br>"Developers may enter into obligations to secure the provision of infrastructure and local facilities that are reasonably related and needed to serve the development and which will make it more sustainable." |
| | Parking Standards SPD (July 2007) | Previous parking standards were deemed insufficient, not providing for the level of parking required by residents. This led to on-street parking problems, raising highway safety issues as a consequence. The new policies to be considered when assessing planning applications will seek to provide a more appropriate level of on-site parking. |
| | Sustainable Resource Management SPD (October 2008) | In recognition of the fact that "the construction industry in the UK is responsible for nearly a third of all industrial pollution incidents, and the energy used in constructing, occupying and operating buildings leads to approximately half of all greenhouse gas emissions in the UK", the aim of this guide is to set a precedent in the design of buildings |

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| | | that upholds the concept of sustainability. The overarching aims of this document are:<br>• To reduce the demand for energy<br>• To increase the use of renewable energy<br>• To minimise the consumption of water<br>• To provide Sustainable Urban Drainage Systems (SUDS)<br>• To adapt to microclimate changes arising from climate change<br>• To provide facilities to recycle or compost household, commercial and industrial waste<br>• To protect and enhance biodiversity in the design of developments<br>• To promote the use of materials with a low environmental impact<br>• To minimise, reuse and recycle demolition waste and wherever possible to use reused or recycled construction materials<br>• To minimise the damage to natural resources through air, ground/surface water, land, noise and light pollution |
| | Bracknell Town Centre Masterplan (September 2002) | Outlines the regeneration of a mixed-use town centre fit for the 21st century, encompassing residential, shopping and leisure requirements in a surrounding that feels comfortable, safe and vibrant.<br>Accessible to all, a sustainable transport system will address the current issue of inadequate and unsustainable shopping travel patterns. Emphasis will be on providing enhanced walking, cycling and bus links whilst maintaining car access.<br>A 'Transport Strategy' is set out based on principles of sustainable access to:<br>• Ensure that the town centre is accessible to all, by all types of transport, including rail, bus, taxi, community transport, walking and cycling, as well as the private car.<br>• Integrate the town centre more closely into surrounding areas, including the Peel Centre to the west and longer-term development areas, by breaking down barriers to pedestrian and cycle movement.<br>• Enable direct pedestrian routes with surface crossing of roads wherever appropriate, rather than underpasses.<br>• Greatly enhance bus services and facilities to serve the town centre, in particular promoting a public transport interchange at the railway station and improved accessibility to major shopping areas.<br>• Provide Shopmobility facilities, disabled car parking and facilities for taxis and community transport at appropriate locations.<br>• Provide an appropriate level of car parking to serve the new development, managed in a way that encourages |

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| | | sharing of spaces.<br>• Provide attractions in the centre that will help reduce the unsustainable car journeys from the catchment to other centres.<br>• Minimise environmental impacts associated with vehicle traffic by using innovative approaches and fuels such as bio fuels.<br>• Minimise the impact on the quality of the environment associated with vehicle access to car parks and servicing areas.<br>• Provide a high quality, efficient bus facility in the heart of the town centre.<br>• Develop a quality freight partnership aimed at minimising the adverse effects of servicing traffic. |
| | Climate Change Action Plan | This action plan addresses the causes and impacts of climate change on the Borough. This plan covers the period 2008-2011 and will be reviewed and updated annually to set new targets. The aims are:<br>• To reduce greenhouse gas emissions from the Council's own operations, especially, energy sourcing and use, travel and transport, waste production and disposal, and the purchase of goods and services.<br>• To reduce $CO_2$ emissions by 10% in 2010 and 2011 from a baseline of 2009 in line with the Council's LAA Target.<br>• To implement policies which reduce greenhouse gas emissions in the Borough.<br>• To provide focus for climate change leadership in the Borough.<br>• To highlight and support complimentary strategies and plans in the Borough e.g. waste & recycling, transport, housing development, biodiversity, etc.<br>• To encourage members of the Bracknell Forest Partnership and other local organisations to reduce their greenhouse gas emissions.<br>• To prepare for the impacts of climate change.<br>• To demonstrate the economic, social and environmental benefits of tackling climate change.<br>• To change attitudes and behaviour towards the use of natural resources, particularly fossil fuels. |
| | Carbon Management Plan | This plan sets Bracknell Forest Council a target for reducing the carbon dioxide emissions from its own operations by 25% from the 2007 baseline by 2012, which is anticipated to save the Council around £4.4 million. This will act as a catalyst for investment in energy efficient and low carbon technologies, bolstered by changes to the way carbon is managed throughout the organisation. |
| | Adding Life to Years – A Strategy for Older People | In support of the Councils over-arching Medium-term Objectives, this strategy sets out the Council's aim to: |

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| | (2009) | • raise awareness of what life after 50 means in the context of community cohesion, tackling stereotypes, and age discrimination;<br>• encourage everyone to recognise and value the contribution of older people to the life of the community;<br>• look at ways in which individuals, the council and its partners, can manage this demographic change, in the best interests of older people and the whole community.<br><br>The action plan sets out several transport-related 'priority actions' that should be considered in LTP3:<br>• consider carefully the implications for community safety in the design of our towns, villages and streets;<br>• continue to provide and promote a range of sport and physical activities which appeal to the active over 50s;<br>• create more activities for transitional/frail older people, with transportation linked to the activities;<br>• promote and increase cycling and walking amongst the active and able over 50s;<br>• provide advice for less confident drivers;<br>• provide more advice and help on how to get about for those no longer able to drive. |
| | Bracknell Forest Borough Council Cycle Strategy (2007) | Developed to support the policy objectives set out in LTP2. The main objectives are:<br>• To increase the modal share of cycling<br>• To continually improve the cycling infrastructure<br>• To increase the safety of cycling and security of cyclists and their cycles<br><br>These are to be achieved through:<br>• programmes of engineering – to provide cycle friendly infrastructure;<br>• promotion and education – to increase cycle usage and road safety;<br>• monitoring – to react upon the effectiveness of schemes. |
| | Rights of Way Improvement Plan (ROWIP) (2006) | Required under the Countryside and Rights of Way Act (CRoW) 2000, ROWIP contains proposals for managing and improving Rights of Way to meet the needs of the public.<br>• Public rights of way include footpaths, bridleways, byways and restricted byways.<br>• The Plan aims to provide a public rights of way network:<br>• on which up-to-date information is readily available by a variety of means; |

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| | | • that is physically accessible for all where practicable;<br>• which meets the needs of a wide variety of users for both recreation and access. |
| | Road Safety Plan (2008) | The Plan sets out current casualty statistics and describes the approach being taken by the Council to improve road safety and reduce traffic accidents. |

# Appendix B Baseline data, characterisation, indicators and trends

# B.1 Settlement character

Bracknell Forest Borough Council (BFBC) is a Unitary Authority located in the county of Berkshire in the South-East of England. The administrative area covers approximately 110 square kilometres and has a population of around 110,000 people. The Borough has seen significant population, housing and employment growth over the last few decades mainly in and around Bracknell Town.

With a background as a small market town, Bracknell was earmarked for development as a 'new town' to alleviate the housing crisis caused by World War II. Bracknell New Town was designed on the neighbourhood principle with a primary school, shops, church, community centre and public house at the heart of each of the nine neighbourhoods. Generally the housing stock is relatively expensive and spacious at average densities, with 1007 people per $km^2$, compared to 424 $km^2$ in the South-east [ONS, 2003].

The former New Town of Bracknell is in the centre of the Borough.
The other settlements in the Borough comprise of Sandhurst and Crowthorne to the south; the semi-rural communities of Binfield, North Ascot and smaller villages in Warfield and Winkfield to the north.

The Borough has good road and rail links with direct access to the M3 and M4 motorways and good links to the region's airports, in particular Heathrow and Gatwick. Bracknell Forest also enjoys direct rail connections from stations at Bracknell and Martins Heron to Reading and London Waterloo. Sandhurst and Crowthorne are linked to Guildford, Reading and Gatwick by rail.

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| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| 1. To protect and enhance human health and wellbeing | Counted/projected population<br><br>Census (1991 and 2001) and Sub-National Population Projections (2006-based SNPP)<br><br>www.statistics.gov.uk and http://www.statistics.gov.uk/downloads/theme_population/SNPP-2006/Table4.xls | 95, 949 [1991] C1991<br>109,617 [2001] C2001<br>112,200 [2006] SNPP<br>116,700 [2011] SNPP<br>126,200 [2021] SNPP<br>130,500 [2026] SNPP<br>134,100 [2031] SNPP | The fastest growing authority in Berkshire between 1991 and 2001. The population is younger than the national average but there is an increasing proportion of older people. |
| | **Health**<br>Proportion of population who consider their health to be good<br><br>Bracknell Forest Borough Council questionnaire, Census 2001 and<br><br>www.statistics.gov.uk | 2001 people considering their health to be 'good' 75.3% | The health of the borough is generally good. At the Census 2001 the proportion of people considering their health to be 'good' was 75.3%, considerably higher than the national average of 68.6%. |
| | **Obesity**<br><br>Health Profile 2009 – Bracknell Forest. APHO and Department of Health (2009). | Approximately one fifth of (21.9%) adult BFC residents are obese. | BFC obesity levels are 'not significantly different' from the England average of 23.6%. |
| | **Traffic noise** | 700 noise complaints were made in 2008/09, of which 20 were transport-related.<br>(BFC Environmental Health, 2010). | At 2.86%, this equates to a relatively small proportion of noise complaints. |
| | **Road safety** | Killed or seriously injured (KSI):-<br>21 people in 2008, | These figures compare to our KSI NI47 targets of 35 in 2008 and 34 in 2009. |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| | Incidents and severity of road casualties | 14 in 2009 up to end of October. | |
| | Health is also affected by access to services, facilities, employment and housing; and air quality | | See Addendum to Objective 1 Map 1 and SEA Objectives 5, 6 and 11 |
| 2. To reduce poverty and social exclusion | **Proportion of children under 16 who live in low-income households**<br><br>**http://www.poverty.org.uk/16/index.shtml#g1**<br>**Poverty Indicators - Joseph Rowntree Foundation** | South East<br>26% [period between 05/06 and 07/08] | The South East region had the same proportion as Northern Ireland and the East of England of children in households below 60% of median income after deducting housing costs. Only Scotland faired better with 24% whilst Inner London was the worst at 43%.<br><br>**{To reduce the proportion}** |
| | **Index of Multiple Deprivation**<br>Proportion of population who live in areas that rank within the most deprived 20% of areas in the country<br><br>www.communities.gov.uk<br>http://www.communities.gov.uk/documents/communities/xls/576504.xls | Average score = 8.75<br>Rank of average score = 320<br>Rank of Local Concentration = 315 (18878.49)<br>Rank of Income Scale = 273 (8669)<br>Rank of Employment scale<br>= 274 (3432.25) | Overall, Bracknell Forest is ranked 320th deprived out of 352 authorities (rank number 1 is the most deprived in the country). There are no areas (SOAs) within the 33% most deprived.<br><br>When comparing BFB Wards with all 126 Berkshire Wards, 8 of the 18 BFB Wards are in the top 75% of the least deprived wards. Only one ward is in the 20% most deprived wards (ranked 23 out of 126) see Table 1 |
| | Poverty and social exclusion is also affected by access to services, facilities, employment and housing | | See Addendum to Objective 2 Map 1 and SEA Objectives 5, 6 and 11 |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| 3. To reduce and prevent crime and the fear of crime | **Crime statistics**<br>Theft from or of a vehicle per 1000 population:<br><br>www.homeoffice.gov.uk | 6.9 [1st quarter 2005]<br>9 [2008/09] | Lower than regional and UK average, but rising. |
| | **Fear of crime** | See Table 2 | Residents increasingly feel less safe. |
| 4. To provide accessible essential services and facilities | **Access to key services**<br>Proportion of completed residential development within 30 minutes' public transport time of a GP, hospital, primary and secondary school, employment and a major health centre<br><br>*JSPU Planning Commitments for Housing at March 2009* | Further information in Accessibility Strategy 2006-11 (Integrated Transport Planning, March 2006) and Core Strategy and Site Allocation Accessibility Analysis (Integrated Transport Planning, March 2006).<br>Accession Maps January 2010<br><br>See Addendum to Objective 4 Table 3 for updated 2010 accession statistics | Levels of accessibility in the Borough remain generally high, reaching 100% in terms of access to local centres and primary Schools by public transport. The hospital indicator continues to improve significantly, with 79% of completed dwellings within 30 min access to a hospital by public transport compared with 62% last year. There slight reduction in the number of completed dwellings within 30 min access to employment areas, a GP surgery and secondary schools this year can partly be explained by the fact that some of the completed dwellings relate to phases of new large developments in the Borough which have yet to see some community facilities come on stream. |
| 5. To make opportunities for culture, leisure and | **Access to open space, sports or leisure facilities** | 44% within 2 minutes walk<br>58% within 4 minutes walk | The Borough has a range of highly accessible open space, leisure and |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| recreation readily accessible | Proportion of population<br><br>*PPG17 Study of Open Space, Sports, Recreation and Leisure Facilities October 2006* | 66% within 6 minutes walk<br>71% within 8 minutes walk<br>76% within 10 minutes walk<br>89% within 20 minutes walk<br>94% within 30 minutes walk<br><br>See Addendum to Objective 5 Map 2 | recreational facilities.<br><br>**{Improve accessibility where possible}** |
| 6. To maintain air quality and improve where possible | **Air Quality data**<br>BFBC Environmental Health | 0.572µg/m3 [2001]; 16.25µg/m3 [2003] | Nitrogen oxides levels above target. Others within target. Ensure pollutants stay within targets set in the National Air Quality Strategy (see baseline data for targets specific to pollutant). In particular nitrogen oxides are currently above target in some areas of the Borough, so this is a There are currently no AQMA's in the Borough. Although there are some areas of concern within the Borough. There is additional monitoring ongoing at the receptor.<br><br>{**Target is to maintain this.**<br>**Establish air quality action plans in areas which are unlikely to meet national air quality standards.}** |
| | Benzene: 0.572µg/m3 [2001] | |
| | 1,3 Butadiene: 0.237µg/m3 [2001] | 0.237µg/m3 [2001]; 2.25µg/m3 [2003] |
| | Carbon monoxide: 0.358mg/m3 [2001] | 0.358mg/m3 [2001]; 11.6mg/m3 [2003] |
| | Nitrogen oxides: 49.1µg/m3 [2001] | 30µg/m3 [2000]; 49.1µg/m3 [2001] |
| | Nitrogen dioxide: 31µg/m3 [2001]<br>Estimated concentration (2005 and 2010) 27.3µg/m3. | 31µg/m3 [2001]; not exceeding 200µg/m3 18 times a year [2005] 40µg/m3 [2005]; Estimated concentration (2005 and 2010) 27.3µg/m3. |
| | PM10: 21µg/m3 [2001] | 21µg/m3 [2001]; 50µg/m3 35 times a year [2004] 40µg/m3 [2004] |
| | Sulphur dioxide: 3.03µg/m3 [2001] | 3.03µg/m3 [2001]; 350µg/m3 not to be exceeded 24 times a year [2004] 125µg/m3 3 times a year [2004] 266µg/m3 35 times a year [2005] |
| | Lead (none found) | 0.5µg/m3 [2004] 0.25µg/m3 [2008]; |
| | Ozone (none found) | 100µg/m3 10 times a year [2005] |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| 7. To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | **Greenhouse gas emissions**<br>$CO_2$<br>Methane<br>Nitrous Oxides<br><br>BFBC Environmental Health and www.oneplace.direct.gov.uk | Per capita reduction in $CO_2$ emissions (NI186)<br><br>-0.1%<br><br>Average for UK<br><br>www.oneplace.direct.gov.uk | Decreasing, but not significantly. UK target at least 35% below 1990 level by 2020 and at least 80% by 2050.<br><br>Data from 2006: Bracknell Forest accounts for 738kt of $CO_2$ of which 165kt is from transport, equating to 22.36% of emissions (Local and Regional CO2 Emissions Estimates for 2005-2006, AEA) |
| | | Methane: not known | |
| | | For Nitrous oxides see Objective 6 and Addendum to Objective 7 Map 3 | |
| | **Flood risk areas**<br>Transport infrastructure within Flood Zones 3b, 4 and 5 | See Addendum to Objective 7 Map 4 | Mapping/Desktop appraisal /sift when reviewing schemes. |
| 8. To conserve and enhance the Borough's biodiversity | **SSSIs**<br>Proportion SSSIs in favourable or favourable recovering status.<br><br>www.natureonthemap.org | See Addendum to Objective 8 Table 4 and Map 5 | Some areas improving, some have deteriorated. Much of Thames Basin Heaths SPA has improved in last 10 years. |
| | **Population of farmland birds**<br>General trends based on population densities of 19 farmland birds in the Borough – index figure<br><br>*TVERC/British Trust for Ornithology (BTO)* | 1999: 1.0<br>2000: 1.8<br>2001: 1.6<br>2002: 2.0<br>2003: 2.1<br>2004: 2.5<br>2005: 2.3 | Variable, but the trend would appear to be an increase in the population. |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| | | 2006: 1.9<br>2007: 1.95<br>2008: 2.8 | |
| 9. To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | **Heritage**<br>Listed buildings, Scheduled Ancient Monuments and Parks and Gardens of Special Historic Interest affected by transport development.<br><br>*Planning statistics BFC* | There are 265 listed buildings in BFB:<br>254 – Grade II<br>10 – Grade II*<br>1 – Grade I | Unknown trend – this information provides a baseline appraisal of new schemes against existing heritage features. |
| | **Landscape**<br>Impact of transport development on landscape character | See Addendum to Objective 9 Map 6<br><br>Further information in Landscape Analysis of Site Allocations and an assessment of Gaps/Green Wedges (Entec, June 2006). | A visual appraisal of new schemes against landscape and built character will be undertaken through the LDF and planning application processes . |
| 10. To improve travel choice and accessibility, reduce the need for travel by car and shorten the length and duration of journeys | **Travel to work**<br><br>Census 2001 | In 2001 the number of people who lived in the Borough but worked elsewhere was similar to the number of people who travelled into the Borough to work from elsewhere. | BF has 60,100 working residents and 62,000 workplace jobs. There are large in and outflows of workers, equating to approx. half the working population, 29,300. Additionally, 31,200 jobs, over half provided in BF, are filled by people who commute from outside the Borough. |
| | **Mode of travel to work and school** | In 2001 72% of the working population travelled to work | A high level of reliance on the car. This is particularly significant given the concern expressed in the South |

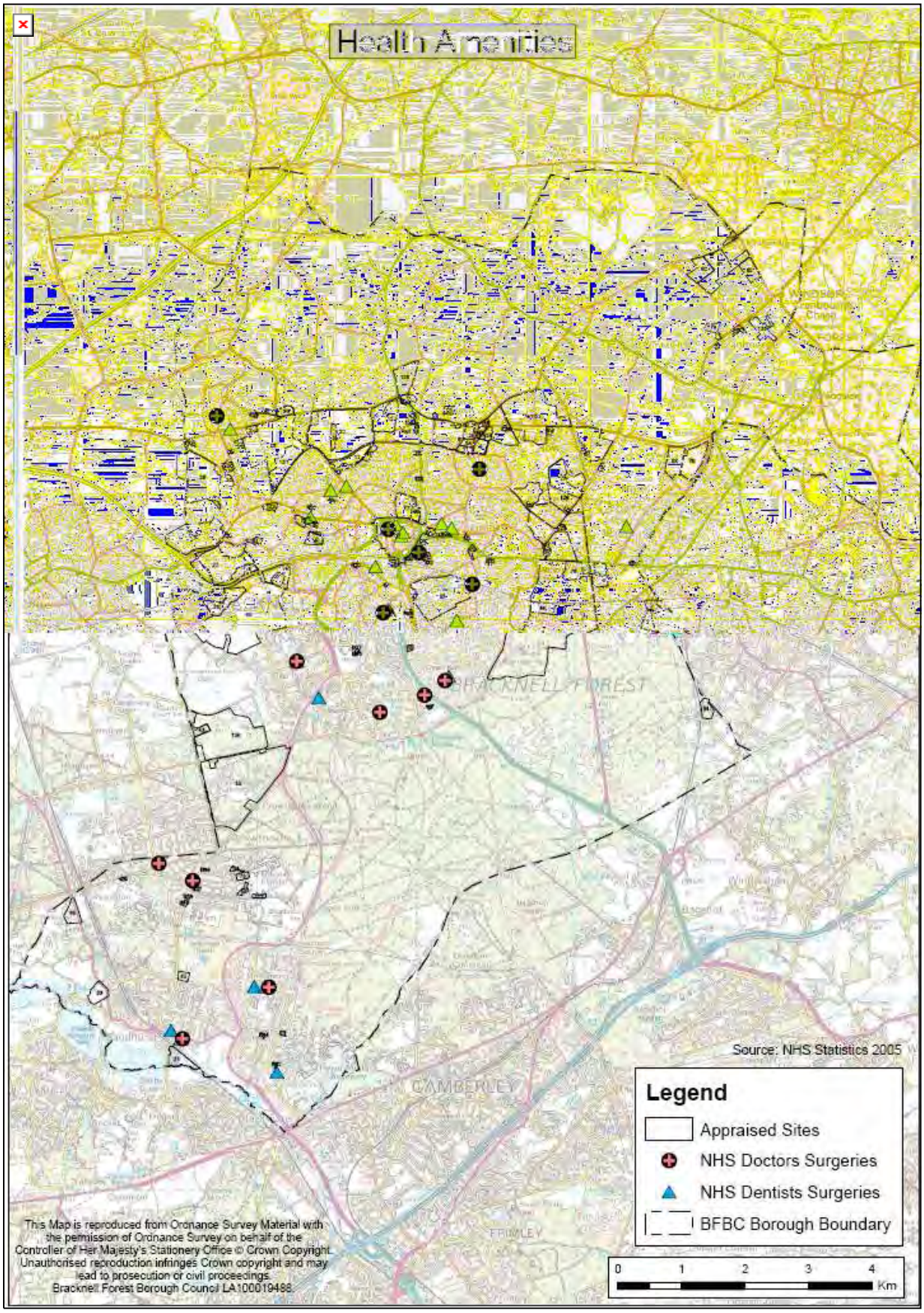
| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| | Census 2001 | by car in Bracknell Forest<br>compared with 65% in the<br>South East<br>2008/09 figures state that 33.7% of school children aged 5-15 travelled to school by car, compared to 37.1% in 2007/08. (LEA – Govt census, Indep. Schools – survey) | East Plan Sustainability Appraisal Report that lack of local skilled labour could lead to increased in commuting.<br><br>The majority of children walk to school, comprising 51.4% in 2008/09, a rise from 2007/08 levels of 49.8%, whilst travel by car has declined. However, approx. ¾ of school trips to independent schools are made by car. |
| | **Non car modes**<br><br>*BFBC* | For the year 2008/09 pedestrian flows are 43% higher and cycle flows are 44% higher than 2000/01. Bus travel is 2% lower, rail travel is 5% higher than 2000/01 | Pedestrian, cycle and bus use was higher than 2007/08. |
| | **Traffic growth** | In 2008, the estimated flow of transport in BFB was 55,043m km, compared to 55,738m km in 2007.<br>(Table 8.3 AMR, 2009) | 2008 figures equate to an increase of 4% on 2000 baseline figures, however a 1.25% decrease on 2007 figures. |
| 11. To address the waste hierarchy by: minimising waste as a priority, reuse, then by recycling, composting or energy recovery | **Waste**<br>Proportion of the total tonnage of all types of waste that has been recycled, composted, used to recover heat, power and other energy sources, and landfilled.<br><br>www.oneplace.direct.gov.uk<br><br>www.defra.gov.uk | Household waste reused, recycled or composted 40.44% (NI192) [2009]<br><br>Municipal waste landfilled 56.34% (NI193) [2009] | In respect to NI192 BFB in best 33% of UK<br>In respect to NI193 BFB rates average in UK<br><br>Tonnage to landfill has decreased over the past 10 years.<br><br>{**By 2010, we will have to reduce the amount of biodegradable municipal waste diverted to landfill to 75 per** |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| | | | **cent of that produced in 1995; by 2013 this is reduced to 50 per cent and by 2020 to 35 per cent.}** |
| 12. To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | **Sustainable Drainage**<br>Transport development incorporating sustainable drainage | N/K | **{Increase application of SuDS}** |
| | **River water chemical quality**<br><br>*www.environment-agency.gov.uk*<br><br>*regional and national data www.defra.gov.uk* | Cut: 1990: C; 1995: D; 2000: C; 2002: C;<br><br>Cannon Hill Bray Cut 2008: B<br><br>Fawley Court Stream Cut 2008: A<br><br>Bull Brook: 1990: D; 1995: C; 2000: D<br><br>Blackwater (Camberley to Sandhurst STW): 2008: C<br>% good in South East:<br>67 [1990] 76 [1995]<br>76 [2000] 77 [2002]<br>76 [2003] 78 [2004]<br>78 [2005] 77 [2006]<br>% good England<br><br>60 [1990] 66 [1995]<br>67 [2000] 68 [2002]<br>69 [2003] 70 [2004] | Generally improving.<br><br>**{91% of river length to comply with EA River Quality Objectives [2005]. Meet the EU Water Framework Directive requirements of achieving a 'Good Ecological Status' for water courses}** |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| | | 71 [2005] 71 [2006] | |
| | **River water biological quality**<br><br>www.environment-agency.gov.uk<br><br>*regional and national data* www.defra.gov.uk | Cut: 1990: D; 1993: D; 1994: C; 1995: D; 1996: D; 1997: D; 1998: C; 1999: C; 2000: C; 2001: B; 2002: B<br>Cannon Hill Bray Cut 2008: B (Nitrates 6, phosphates 5).<br>Fawley Court Stream Cut 2008: A (Nitrates 4, phosphates 4)<br>Downmill Stream: 1990: C; 1993: D; 1994: D; 1995: D; 1996: C; 1997: C; 1998: C; 1999: C; 2000: B; 2001: B; 2002: B<br>Bull Brook: 1990: E; 1993: C; 1994: C; 1995: D; 1996: C; 1997: C; 1998: C; 1999: C; 2000: C; 2001: D; 2002: D<br>Blackwater (Camberley to Sandhurst STW): 2008: B (Nitrates 6, Phosphates 5). Nutrient to reduce at Sandhurst STW is phosphorous.<br><br>South East % good (A and B)<br>40 [1990] 54 [1995]<br>65 [2000] 58 [2002]<br>59 [2003] 55 [2004]<br>61 [2005] 65 [2006]<br><br>England % good (A and B)<br>43 [1990] 55 [1995]<br>64 [2000] 65 [2002]<br>62 [2003] 62 [2004]<br>64 [2005] 66 [2006] | 91% of river length to comply with EA River Quality Objectives [2005]. Meet the EU Water Framework Directive requirements of achieving a 'Good Ecological Status' for water courses<br><br>Generally improving. |
| 13. To increase energy | **Renewable energy capacity** | Number of installed domestic renewable energy | Increasing, but not significantly. |

| SEA Objective | Indicator | Data | Commentary/target |
|---|---|---|---|
| efficiency, and the proportion of energy generated from renewable sources in the Borough | Installed capacity for energy production from renewable sources | installation. 30 currently known [2004].<br>South East - 73MW declared net capacity (1% of regional generation capacity) [2004] | |
| 14. To encourage smart economic growth | **Car parking standards**<br>Proportion of completed non residential development complying with or lower than policy standards.<br>*Planning statistics BFC* | 2005/06: 100%<br>2006/07: 100%<br>2007/08: 62.5% (12.5% unknown)<br>2008/09: 76% complying/exceeding standards, 4% unknown. | Adherence to parking standards continues to perform well with only 20% of development falling short of parking policy thresholds. Caution must be applied due to the low level of completions that were noted since 2006/07. In July 2007 a new Parking Standards Supplementary Planning Document was approved. This means that the results for 2006/07 are not directly comparable with subsequent years due to the implementation of the new standards. |
| | See also Objective 4 and Objective 10 | | |

**Figure B.1 - Addendum to Objective 1: Map 1 – Access to health amenities**



# B.2 Addendum to Objective 2

B.2.1 The data has also been aggregated to wards. The table below shows the 2007 IMD score for each ward. Where each ward ranks as compared to the other wards in Berkshire and Bracknell Forest Borough is also shown. There are 126 wards in Berkshire where Rank 1 is the most deprived. There are 17 Wards in Bracknell Forest Borough where, again, Rank 1 is the most deprived out of 17.

**Table B.1 – Index of Multiple Deprivation 2007**

| WARD CODE | WARD NAME | IMD SCORE | BFB RANK OF IMD | COUNTY RANK OF IMD | % OF COUNTY RANK |
|---|---|---|---|---|---|
| 00MAMW | Ascot | 4.75 | 16 | 104 | 83 |
| 00MAMX | Binfield with Warfield | 4.92 | 15 | 102 | 81 |
| 00MAMY | Bullbrook | 10.85 | 6 | 45 | 36 |
| 00MAMZ | Central Sandhurst | 5.43 | 12 | 95 | 75 |
| 00MANA | College Town | 5.08 | 14 | 99 | 79 |
| 00MANB | Crown Wood | 9.24 | 9 | 56 | 44 |
| 00MANC | Crowthorne | 10.11 | 8 | 48 | 38 |
| 00MAND | Great Hollands North | 16.51 | 1 | 23 | 18 |
| 00MANE | Great Hollands South | 10.76 | 7 | 46 | 37 |
| 00MANF | Hanworth | 8.89 | 10 | 62 | 49 |
| 00MANG | Harmans Water | 12.01 | 5 | 37 | 29 |
| 00MANH | Little Sandhurst and Wellington | 3.04 | 17 | 123 | 98 |
| 00MANJ | Old Bracknell | 13.06 | 4 | 34 | 27 |
| 00MANK | Owlsmoor | 5.27 | 13 | 97 | 77 |
| 00MANL | Priestwood and Garth | 15.19 | 2 | 27 | 21 |
| 00MANM | Warfield Harvest Ride | 2.84 | 18 | 124 | 98 |
| 00MANN | Wildridings and Central | 15.05 | 3 | 29 | 23 |
| 00MANP | Winkfield and Cranbourne | 6.52 | 11 | 86 | 68 |

Source (Berkshire West PCT)

# B.3 Addendum to Objective 3

B.3.1 The physical environment can influence actual levels of crime, the fear of crime and anti-social behaviour. The document 'Safer Places – The Planning System and Crime Prevention' (DCLG, 2004) lists seven attributes of sustainable communities, which relate to crime prevention:

- **Access and movement:** places with well defined routes, spaces and entrances that provide for convenient movement without compromising security;
- **Structure**: places that are structured so that different uses do not cause conflict;
- **Surveillance:** places where all publicly accessible spaces are overlooked;
- **Ownership**: places that promote a sense of ownership, respect, territorial responsibility and community;
- **Physical protection**: places that include necessary, well-designed security features;
- **Activity**: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;
- **Management and maintenance**: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

**B.3.2** Bracknell Forest distributes a questionnaire asking how safe residents feel walking alone or at home, both after dark and during the day. The answers are detailed in the following tables.

**Table B.2 – Fear of Crime 2001-2009**

**How do you feel walking alone in your locality?**

| | After Dark | | | | During the day | | | |
|---|---|---|---|---|---|---|---|---|
| | 2001/2 | 2002/3 | 2003/4 | 2009 | 2001/2 | 2002/3 | 2003/4 | 2009 |
| Very Safe | 13.6% | 6.2% | 3.5% | 49.4% | 57.2% | 41.8% | 32.4% | 88.1% |
| Fairly Safe | 30.5% | 35.3% | 31.3% | | 35.8% | 46.3% | 55.1% | |
| A bit unsafe | 33.8% | 32.8% | 33.9% | n/k | 6.5% | 9.9% | 8.0% | |
| Very Unsafe | 11.3% | 17.5% | 21.7% | n/k | 0.0% | 1.1% | 3.1% | |
| Never in situation | 8.9% | 7.9% | 9.6% | n/k | 0.5% | 0.9% | 0.9% | |
| Don't know | 1.9% | 0.3% | 0.0% | n/k | 0.0% | 0.0% | 0.4% | |

**How do you feel being alone at home?**

| | After Dark | | | | During the day | | | |
|---|---|---|---|---|---|---|---|---|
| | 2000/1 | 2001/2 | 2002/3 | 2003/4 | 2000/1 | 2001/2 | 2002/3 | 2003/4 |
| Very Safe | 37.7% | 42.1% | 36.2% | 31.4% | 69.2% | 67.0% | 58.4% | 48.7% |
| Fairly Safe | 49.5% | 45.3% | 47.6% | 47.6% | 27.4% | 30.2% | 36.3% | 42.5% |
| A bit unsafe | 9.9% | 9.8% | 14.0% | 16.6% | 2.9% | 1.9% | 4.5% | 5.3% |
| Very Unsafe | 1.9% | 1.4% | 1.4% | 3.5% | 0.0% | 0.5% | 0.3% | 2.6% |
| Never in situation | 0.9% | 1.4% | 0.9% | 0.4% | 0.0% | 0.5% | 0.3% | 0.4% |
| Don't know | 0.0% | 0.0% | 0.0% | 0.4% | 0.5% | 0.0% | 0.3% | 0.4% |

# B.4 Addendum to Objective 4

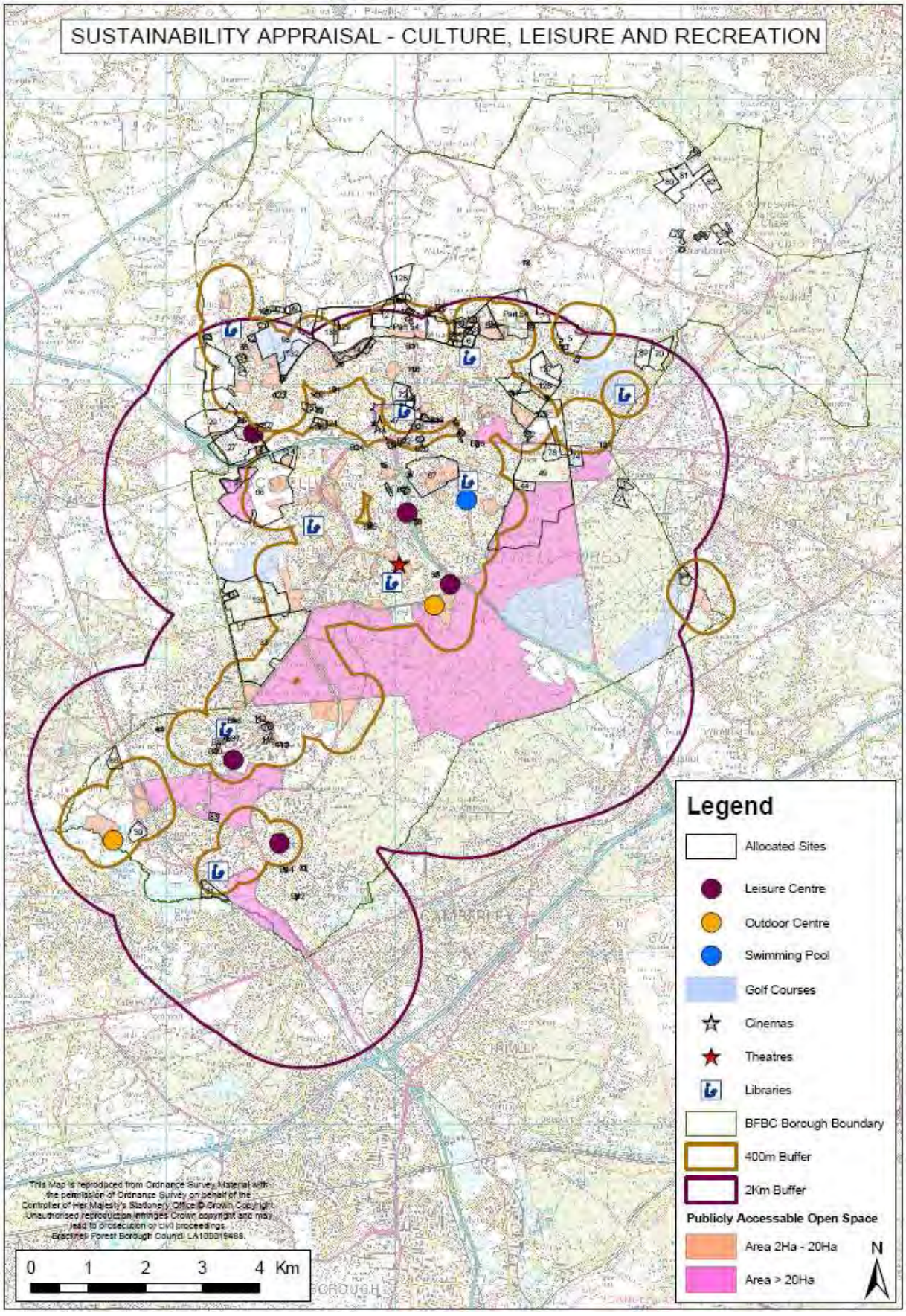
**Table B.3 - Accessibility**

| Destination | Population within 30 minutes | Population within 60 minutes |
|---|---|---|
| Colleges 0730-0900 | 68% | 100% |
| Colleges 1700-1830 | 69% | 100% |
| Dentists 0700-2300 | 99% | 100% |
| Employment 0700-2300 | 99% | 100% |
| GPs 0700-2300 | 99% | 100% |
| Hospitals 0700-2300 | 51% | 100% |
| Local Centres 0700-2300 | 99% | 100% |
| Primary Schools 0730-0900 | 99% | 100% |
| Primary Schools 1530 1700 | 100% | 100% |
| Secondary Schools 0730-0900 | 97% | 100% |
| Secondary Schools 1530 1700 | 98% | 100% |
| Supermarkets 0700-2300 | 99% | 100% |

B.4.1 Population within 30 and 60 minutes of a public transport service to that particular destination.

***Source**: ITP Accessibility Maps and Data (January 2010)*

# B.5 Addendum to Objective 5, Map 2



# B.6 Addendum to Objective 7, Map 3

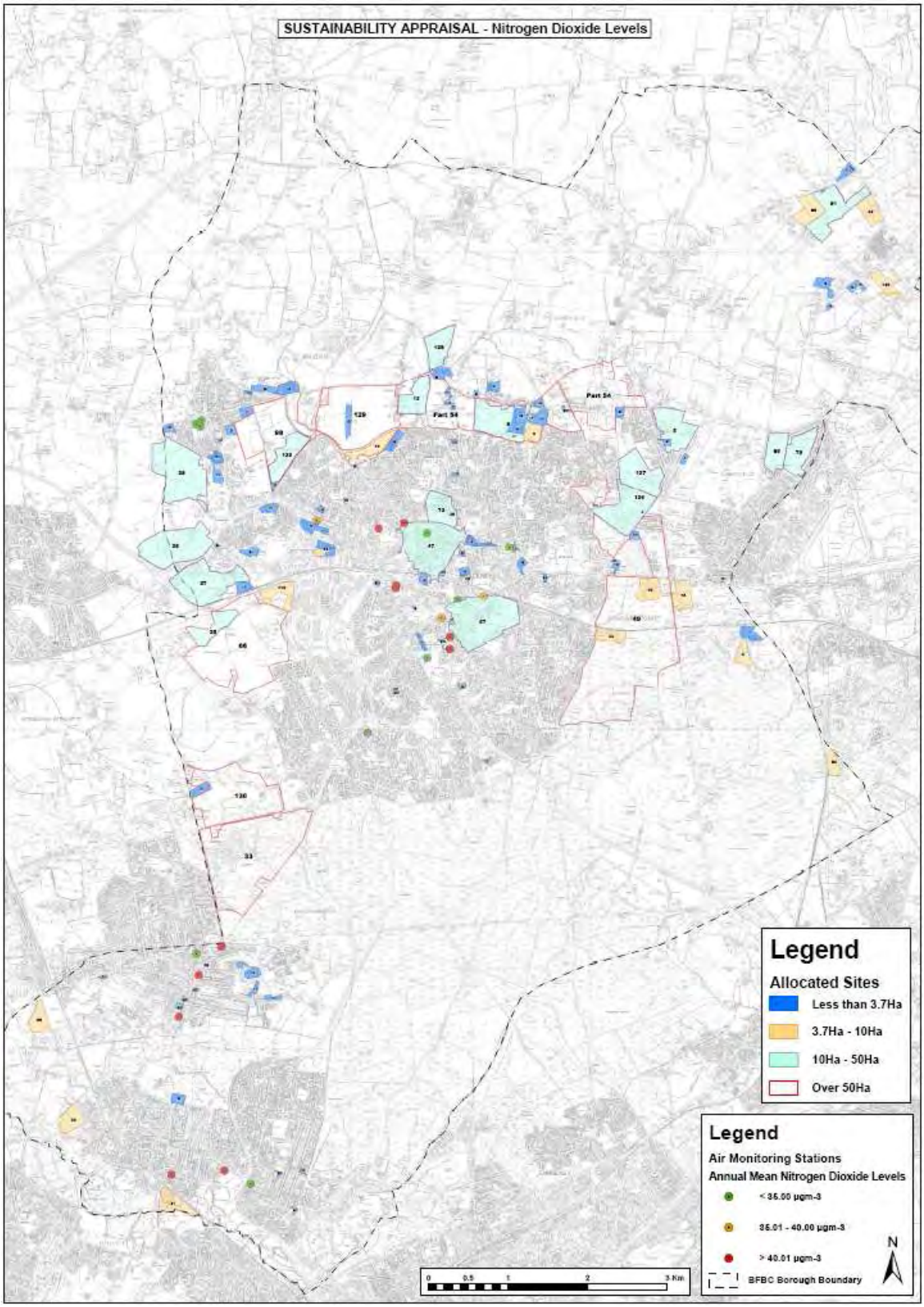
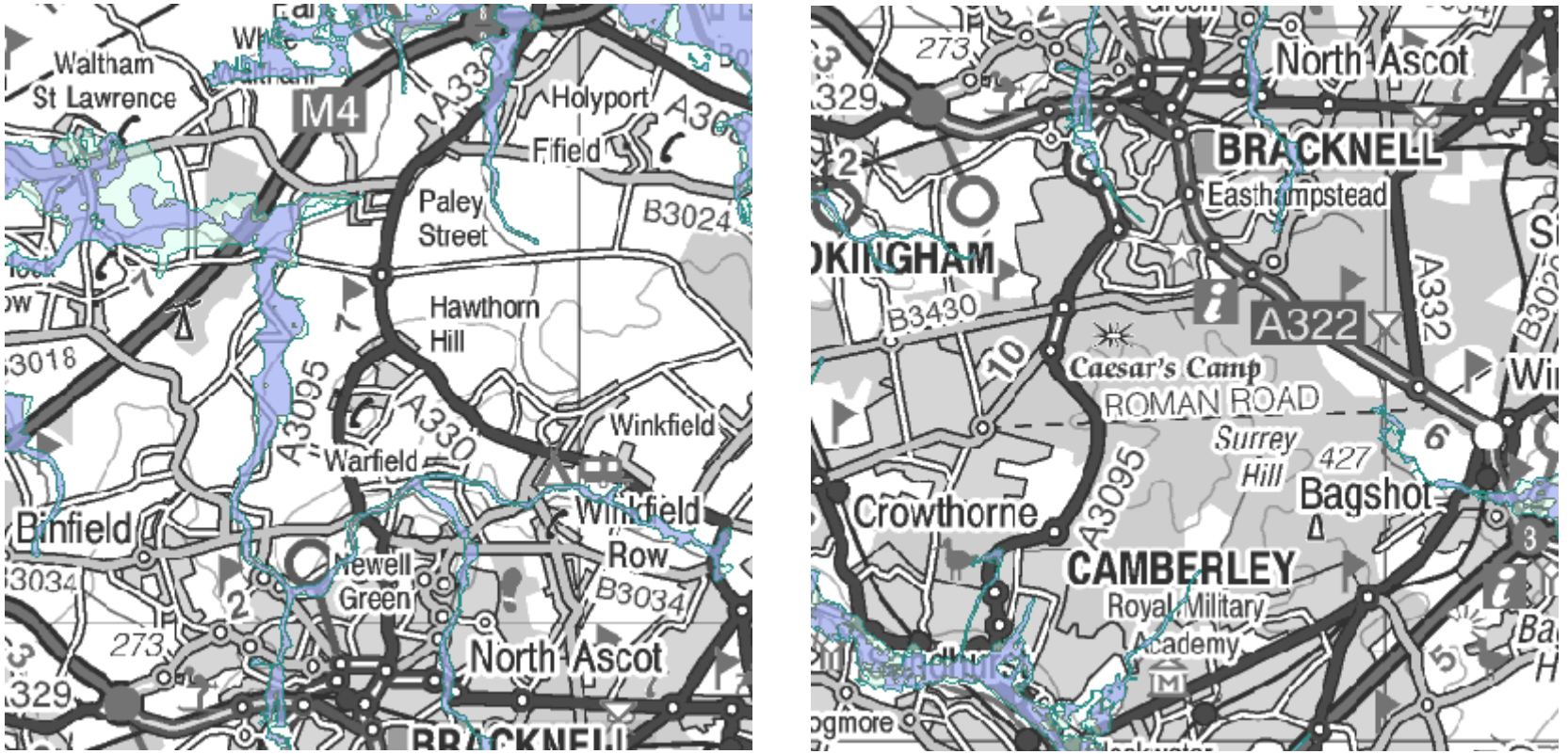


**Figure B.2 - Flood Risk Areas**

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B.6.1 There are two different kinds of area shown on the Flood Map, which show the extent of the natural floodplain if there were no flood defences or other manmade structures and channel improvements. They can be described as follows:

- Dark blue ■ shows the area that could be affected by flooding, either from rivers or the sea, if there were no flood defences. This area could be flooded from a river by a flood that has a 1% (1 in 100) or greater chance of happening each year.
- Light blue □ shows the additional extent of an extreme flood from rivers or the sea. These outlying areas are likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.

# B.7 Addendum to Objective 8, Table 4 and Map 5

| Designation | Site | Description www.natureonthemap.org | Condition |
|---|---|---|---|
| SSSI and SPA | Thames Basin Heaths - Sandhurst to Owlsmoor Bogs & Heaths | SU844628. Part BFBC and BBOWT owned land between Crowthorne and Sandhurst. 85.8 ha. | 2004: 100% unfavourable recovering<br><br>January 2010: Unit 1 unfavourable recovering; Unit 2 favourable |
| | Thames Basin Heaths - Broadmoor to Bagshot Woods & Heaths | SU877644. Consists of Crown Estate, Forestry Commission and MOD land to the south of Bracknell. Annex 1 qualifying species present – Dartford warbler, woodlark and nightjar. 1696.33 ha. | 2004: 4.99% favourable<br>41.24% unfavourable recovering<br>53.22% unfavourable no change<br>0.55% unfavourable declining<br><br>2010: Units 1 to 5 and Unit 8 unfavourable recovering<br>Unit 6 unfavourable declining<br>Unit 7, Unit 9, Unit 10 and Unit 11 favourable |
| SSSI and Candidate SAC | Windsor Forest and Great Park | SU 929740. Sections of the wider Windsor Forest within Bracknell Forest at High Standinghill Woods and South Forest. Annex 1 habitat primary reason for site designation. Old acidophilous oak woods with Quercus robur. Annex 2 species primary reason for site designation - Violet click beetle. 1778.76 ha. | 2004: 52.21% = unfavourable recovering<br>47.79% = favourable<br><br>2010: Units 1, 2, 3, 5, 6, 10, 11, 17, 18, 19, 20, 21 and 22 unfavourable recovering; Units 4, 7, 8, 9, 12, 13, 14, 15, 16 favourable. |
| SSSI | Englemere Pond | 18.46 ha, dwarf shrub heath lowland and 7.54 ha, standing open water and canals | 2004: 29% = favourable<br>71% = unfavourable recovering<br><br>2010: Unit 1 favourable; Unit 2 unfavourable recovering |

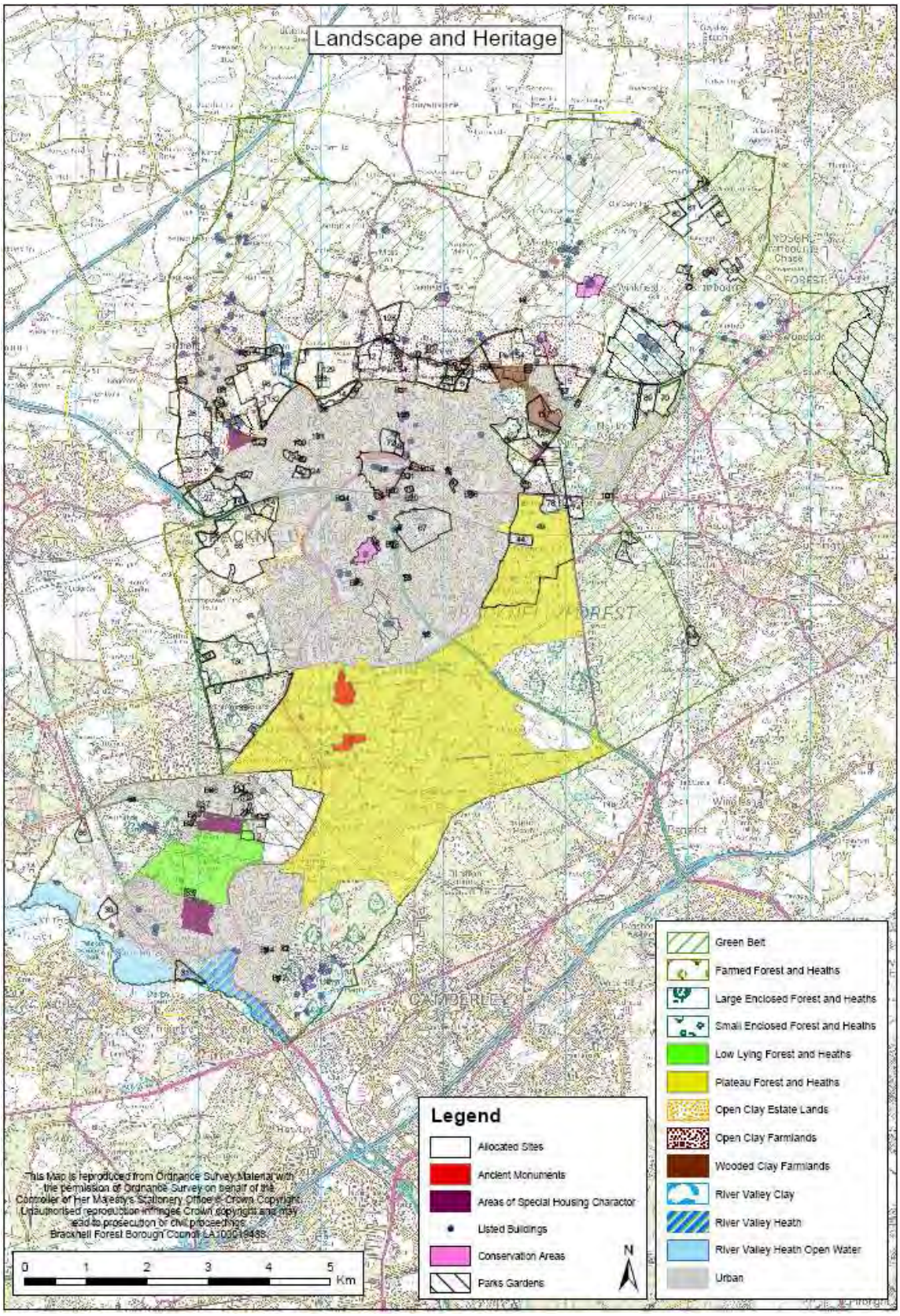
| Designation | Site | Description www.natureonthemap.org | Condition |
|---|---|---|---|
| SSSI | Swinley Park and brick pits | 88.97 ha. Ancient broadleaf trees, standing open water and canals (clay pits) | 2004: 100% unfavourable recovering<br><br>No change 2010 |
| SSSI | Wykery Copse | 3.21 ha, Broadleaved, mixed and yew woodland - lowland | 100% favourable 2004, no change January 2010 |
| SSSI and SPA | Wildmoor Heath | Lowland heath. | No data |
| SSSI | Rapley Lakes | Winkfield, 29 hectares. | No data |
| SSSI | Heath Lake | 5.95 hectares. Site code 1000699 | Omitted 2004<br>2010: Unit 1 unfavourable no change |
| SSSI | Wellington College Bog | 6.13 ha. Dwarf shrub heath lowland | 2004: 100% favourable<br><br>2010: Unfavourable recovering |
| SSSI | Blackwater Valley (Shepherd's Meadows) | 33.92 ha. Unimproved alluvial meadows, swamp and wet valley alderwood | 2004: 56.95% favourable<br>18.2% unfavourable recovering<br>9.10% unfavourable no change<br>15.75% unfavourable declining<br><br>2010: Units 1, 2, 4 and 5 favourable<br>Unit 3 unfavourable declining |
| SSSI | Chawridge Bourne | 9.29 ha. Neutral grassland – lowland | 2004: 100% favourable |

| Designation | Site | Description www.natureonthemap.org | Condition |
|---|---|---|---|
| | | | 2010: Unit 1 and 2 Unfavourable recovering<br>Unit 3 favourable |
| LWS | Various sites – 83 across the Borough | 2,260 ha. A large number of woodlands are recorded as not having active positive management, it is known that the conservation value of the majority has not been adversely affected as a result. | Positive management: 19 woodland habitats, 20 other. No known management 32 woodland, 8 other.<br><br>Bracknell Forest Biodiversity Action Plan 2006-2011 |

# B.8 Location of SSSIs

www.natureonthemap.gov.uk

# B.9 Addendum to Objective 9, Map 6



# Appendix C Responses to Scoping and Draft SEA Stage Consultations

**Figure C.1 – Consultation Responses to LTP3 SEA Scoping Report**

| Summary of Consultation Responses to LTP3 SEA Scoping Report | | |
|---|---|---|
| Organisation | Summary of Comments | Action Taken |
| Natural England | Natural England would just like to refer Bracknell Forest Borough Council to our response to the Local Transport Plan 3: Defining Objectives response sent on the 2nd November 2009. We have no further comments to make. | No Action required. |
| Royal Society for the Protection of Birds | Many thanks for consulting the RSPB on these scoping reports. We are satisfied that the key issues for the Borough have been covered in the reports and look forward to consulting on the final SAs in due course. | No Action Required. |
| Environment Agency | Thank you for your email dated 21 January 2010. The Environment Agency has no comments to make with regard to the Scoping Report for Local Transport Plan 3 Strategic Environmental Assessment. | No Action Required. |
| BBONT (Berkshire, Buckinghamshire and Oxfordshire Naturalists Trust (now called Berkshire, Buckinghamshire and Oxfordshire | Question 1: The list of policies, plans, programmes and objectives should be amended to include the following:<br>The South East Biodiversity Strategy[1] prepared by the South East England Biodiversity Forum (SEEBF). One of its key aims is to embed a landscape-scale approach to restoring whole ecosystems through targeting resources in Biodiversity Opportunity Areas (BOAs). The Berkshire Biodiversity Action Plan is also concentrating its efforts in these BOAs;<br>Natural England's Green Infrastructure Guidance[2] which addresses green infrastructure (GI) planning and delivery, and the role of GI as a 'life support system' that is able to deliver multiple environmental functions and play a key part in adapting to and mitigating climate change; and<br>TCPA, Natural England and CLG's 'Eco-Towns Green Infrastructure Worksheet'[3]. The guide makes clear that it does not only relate to eco-town developers but also to all those dealing with new | It is considered that the PPPs recommended are not necessary for inclusion within that particular stage of the SEA. The PPP review takes into consideration both the Berkshire BAP and the Bracknell Forest BAP. These BAPs will have taken into consideration the relevant elements of the South East BAP. Therefore it is considered unnecessary to consider the higher level plan. The guidance |

[1] http://strategy.sebiodiversity.org.uk/pages/our-aims.html
[2] http://naturalengland.etraderstores.com/NaturalEnglandShop/product.aspx?ProductID=cda68051-1381-452f-8e5b-8d7297783bbd

| | | |
|---|---|---|
| Wildlife Trust; UK)) | settlements.<br>Questions 7-10:<br>SEA Objective 7 (Climate change mitigation and adaptation)<br>There is no explicit reference to green infrastructure (GI) in the objectives and the cross-cutting role it can play in terms of benefits to health, access to open space, biodiversity and climate change adaptation. Policy CC8 of the South East Plan requires local authorities to "plan, provide and manage connected and substantial networks of accessible multi-functional green space" and there is now a considerable amount of guidance on developing GI to assist local authorities. GI should be specifically addressed so that future policies can be assessed against this important element of environmental sustainability.<br>SEA Objective 7 should be reworded to state "To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts <u>including through provision of green infrastructure</u>." A new indicator should be the "Amount of GI provided as part of transport infrastructure". The target should be "To maintain the extent and quality of GI and seek opportunities to enhance GI through transport schemes".<br>SEA Objective 8 (Biodiversity)<br>I support the inclusion of SEA Objective 8.<br>The targets for the SSSI and farmland bird indicators are absent. They should be, respectively, "No loss, damage or deterioration of SSSIs and, where possible, improve the condition of SSSIs" and "Sustained increase in farmland bird numbers".<br>The following indicators and targets should also be included:<br>Indicator: "Extent of designated sites (European sites, SSSI and Local Wildlife Sites)". The target should be "Maintain extent of designated sites". This will address impacts such as habitat loss and fragmentation from transport infrastructure schemes;<br>Indicator: "Extent of biodiversity improvements provided as part of transport infrastructure". The target should be "Restore or create key habitats identified in the Berkshire and Bracknell Forest Biodiversity Action Plan". This will address the enhancements noted in the SEA Objective;<br>Indicator: "Impact of transport development on the Thames Basin Heaths SPA" and the targets should be "Maintenance of populations of the Annex I birds on the Thames Basin Heaths SPA in line with national populations" and "Visitors from new housing development drawn away from the SPA to SANGs". This will address the role that transport infrastructure (such as footpaths, cycle paths, bridleways) can play in encouraging people to use SANGs instead of the SPA where ground- | provided by Natural England and TCPA et al will be considered as part of the assessment of the plan and key elements have been considered in the SAF. However, these are not considered to be 'plans' and so are not included in the PPP review.<br>This is noted and work on Green Infrastructure is currently being carried out. This will be taken into considered in future SA work.<br>• GI added as an indicator in the SEA Framework under Objective 7.<br>• Targets will be included as part of the monitoring framework for the SEA where appropriate.<br>• Indicators under Objective 8 added. |

[3] http://www.tcpa.org.uk/data/files/etws_green_infrastructure.pdf

| | | |
|---|---|---|
| | nesting birds are particularly vulnerable to disturbance.<br>Question 5: I agree with the key sustainability issues identified. | |

Figure C.2 – Consultation Responses to Draft LTP3 SEA Report

| **Summary of Consultation Responses to Draft LTP3 SEA Report** | | |
|---|---|---|
| Organisation | Summary of Comments | Action Taken |
| Natural England | General- Contains limited information on schemes. Without detail it is difficult to assess impact of individual schemes and LTP as a whole, or judge the SEA or HRA. | Plan is currently being developed following the governments comprehensive spending review<br><br>On point 12 I think we need a join response between yourself , me and Julie. NE's concerns are valid. However the reason why there is a lack of detail in the LTP3 Core Strategy can be put down to the fact that additional documentation including strategies and implementation plans is to follow. I would have thought that the strategies and the implementation plan will have to have separate HRAs and SEAs. |

| | | |
|---|---|---|
| | Suggest using more 'appropriate and meaningful' SEA Objective indicators, e.g.:<br><br>Obj.1 (p31): Levels of walking and cycling (generally and associated with new provision or enhancements) will monitor change and consequent health benefits;<br><br>Obj. 4 (p32): Access to countryside and accessible greenspace, rather than just open space. | Good suggestion. A new SEA Objective indicator will be added. This will only help with further monitoring of SEA objective s and therefore has no implications for the final LTP3 Core Strategies document.<br><br>Agreed. This Objective indicator will be expanded to include the following wording 'Proportion of people within 30 minutes walk of open accessible greenspace, sports or leisure facilities'.<br><br>Again this will only help with further monitoring of SEA objectives and therefore has no implications for the final LTP3 Core Strategies document. |
| Marlies Boydell (Bracknell Forest Council) | SEA Table 5.7- Assessment of impacts against SEA Objective 7 may need to be reviewed as follows:<br><br>Public Transport Measures – improvements to bus routes could result in further construction to provide bus lanes, vegetation and tree works for double-decker clearance and provision of new routes through ecologically sensitive areas (e.g. possible route alongside SPA at Broadmoor). Therefore, impact should be +/-.<br><br>Smarter Choices – walking and cycling routes have had negative impacts as well as positive impacts on biodiversity (e.g. new cycle routes have resulted in habitat loss at Clinton's Hill). Therefore, impact should be +/-. | Agreed and the scoring will be altered to reflect this unless the Final LTP3 Core Strategies document addresses these concerns.<br><br>Agreed and the scoring will be altered to reflect this unless the Final LTP3 Core Strategies document addresses these concerns. |

| | | |
|---|---|---|
| | Road Safety and Asset Management – road safety schemes could have negative impacts during construction and could lead to vegetation and tree works for safety or sightlines. However, change in lighting and reduction in lighting may have a positive impact. Therefore, impact should be +/-.<br><br>Parking – increased provision of parking could result in loss of habitats e.g. parking schemes within residential areas have reduced landscaping spaces. Therefore, impact should be -. | Agreed and the scoring will be altered to reflect this unless the Final LTP3 Core Strategies document addresses these concerns.<br><br>Agreed and the scoring will be altered to reflect this unless the Final LTP3 Core Strategies document addresses these concerns.<br><br>[Overall the Final LTP3 Core Strategies document needs to reflect more on the potential biodiversity impacts and seek to retain areas of trees and landscaping where necessary.] |
| Bracknell Town Council | Supported. | Noted. |
| | | |

# Appendix D  Assessment of Strategic Alternatives

**Table D.1 – Component 1 Accessibility and Community Wellbeing**

**The SEA objectives listed in the matrices relate to the following:**

1. Conserve and enhance biodiversity within Bracknell Forest Borough, adopting Positive Management wherever possible
2. Reduce community severance.
3. Improve safety and security.
4. Improve transport accessibility for disadvantaged groups.
5. Minimise the noise and vibration from transport related activities in sensitive or populated areas.
6. Encourage an increase in cycle, pedestrian, and public transport passenger movement.
7. Improve access to public amenities and open areas.
8. Minimise impacts of transport on soil quality, vehicle exhaust and non-exhaust road dust on roadside vegetation.
9. Minimise the impact of the transport network on the quality of the boroughs water resources.
10. Reduce the negative impacts of the transportation network on air quality and achieve all objectives within the BFBC Air Quality Strategy
11. Combat the effects of climate change by decreasing greenhouse gas emissions and adapting the transport infrastructure to extreme weather events and flooding.
12. Reduce dependence on long distance private car movement for access to jobs and services, by encouraging the provision of viable alternative modes of transport.
13. Protect, enhance, and make accessible the designated and wider historic environment and assets of the borough.
14. Increase the vitality of the town centre and encourage urban renaissance.
15. Conserve and enhance the landscape including the undeveloped and open character of the Green Belt and light pollution.
16. Securing physical and social infrastructure that supports employment and economic competitiveness in local communities whilst protecting the environment.
17. Promote material resource efficiency in construction and maintenance of transport infrastructure.

| The scoring for each option | Score |
|---|---|
| The LTP3 option will have a very positive impact on the environment | + + |
| The LTP3 option will have a slightly positive impact on sustainability | + |
| The LT3 option will have a negligible or neutral impact on sustainability. A recorded neutral effect does not necessarily mean there will be no effect at the project level, but shows that at this strategic level there is no identifiable effects. | 0 |
| The LTP3 option will have a slightly negative impact on sustainability | – |
| The LTP3 option will have a very negative impact on sustainability | – – |
| The effects of The LTP3 option could be dependant upon implementation or more detail is required to make an assessment | i |
| The impact of an issue cannot be predicted at this stage | ? |

**Broad Strategic Alternatives**

| SEA Objective | No LTP3 option | | Provision of alternatives and integrated transport | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | – | Biodiversity could be negatively effected by declining air quality, run-off, noise and vibration | + | A reduction in emissions, dust and pollution could have localised effects on biodiversity |
| **2. Reduce community severance** | – | Any community severance issues would be exacerbated by not addressing them | + i | This would be positive if facilities can be accessed by all, and there remains a choice to use the car where this is essential |
| **3. Improve safety and security** | – | No funding or planning for safety measures | i | This could be positive if implemented with safety in mind, e.g. education, designing safe pedestrian routes and cycleways, increasing perception of safety on public transport, providing lighting. |
| **4. Transport accessibility** | – | Those which are currently disadvantaged would remain so if there is no planning for measures to address this | + | |
| **5. Noise and vibration** | – | In the medium to longer term car usage is likely to continue increasing. This will increase the noise and vibration from vehicles. | + | Providing a wider range of travel options could lead to a modal shift in the medium to long term. A decrease in vehicles on the road will reduce the amount of noise and vibration |
| **6. Cycle, pedestrian, and public transport** | – | No new funding for cycle lanes or public transport to encourage a modal shift | + | |
| **7. Access to public amenities and open areas** | 0 | This is unlikely to change as there would be no new provision for travel to these areas | + | Integrated transport would aim to provide a choice of ways to access services |
| **8. Soil quality** | – | In the medium to longer term car usage is likely to continue increasing which could impact on soil quality with exhaust fumes and roadside dust | + ? | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | – | In the medium to longer term car usage is likely to continue increasing. Drainage and run off will impact on water quality | + ? | In the medium to longer term this option may decrease car usage which can impact on water quality |
| **10. Air quality** | – | In the medium to longer term car usage is likely to continue increasing. Emissions of exhaust fumes will exceed targets set by government, in particular nitrous oxides. | + | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | – | Car usage is likely to continue increasing and in the long term emissions of greenhouse gases, especially carbon dioxide, will accelerate climate change. There would be no adaptation to a changing climate | + | Providing a wider range of travel options could lead to a modal shift in the medium to long term. In the longer term this will reduce the emissions of greenhouse gases attributable to transport. |
| **12. Reduce mileage** | – | This would not encourage the use of alternative methods of transport | + | Providing viable alternatives can go towards reducing dependence on the private car |

| SEA Objective | No LTP3 option | | Provision of alternatives and integrated transport | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **13. Historic environment** | **0** | | **+** | An integrated transport system could make the historic environment more accessible |
| **14. Town Centre** | **–** | The redevelopment of the town centre would increase the use of the town. If no additional infrastructure is put in place, congestion around the town centre may discourage people using the services | **+** | The town centre redevelopment has planned a new bus station with modern facilities and real-time information. There will be new cycle lanes and parking, a park and ride and changes to car park charging. This will provide a hub for integrated transport in the Borough |
| **15. Landscape** | **0** | | **+** | This option could reduce the number of cars and infrastructure which could have a negative effect on the landscape |
| **16. Employment and economic competitiveness** | **–** | Usage of the private car is likely to increase, which will cause congestion. This can have a negative effect on economic development and people's ability to access employment. | **+** | |
| **17. Resource efficiency** | **i** | | **i** | |

Broad strategic alternatives

| SEA Objective | Reduce the need for travel by land-use decisions locating services and housing in close proximity | | Provide for demand for car travel on road networks and in centres of economic growth | | Restricting demand for car and freight use, for example using fiscal measures | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | + | A reduction in emissions, dust and pollution could have localised effects on biodiversity | – | Biodiversity could be negatively effected by declining air quality, run-off, noise and vibration | + | A reduction in emissions, dust and pollution could have localised effects on biodiversity |
| **2. Reduce community severance** | + | Residents and facilities are in close proximity | – | This would assist car owners, but could divide them from the 15% of the population without a car | – | This would split the community as some would not be able to afford imposed fiscal measures |
| **3. Improve safety and security** | i | This could be positive if implemented with safety in mind, e.g. education, designing safe pedestrian routes and cycleways around town | i | This could be positive if it includes measures to keep the roads safe as traffic increases, such as education and engineering. | 0 | |
| **4. Transport accessibility** | + | To enhance this alternative, provision should be made for those who cannot visit services on foot, eg Shopmobility, Community Transport | + / – | This is positive for those who rely on the car for their mobility, but could isolate residents without a car | – | This would split the community as some would not be able to afford imposed fiscal measures |
| **5. Noise and vibration** | + | The need for travel is reduced. A decrease in vehicles on the road will reduce the amount of noise and vibration. | – | In the medium to longer term this is likely to increase car usage. This will increase the noise and vibration from vehicles. | + | Restricting car and freight use should reduce the number of vehicles on the roads which will reduce the amount of noise and vibration. |
| **6. Cycle, pedestrian, and public transport** | + | Shorter journeys are more likely to encourage a modal shift to walking and cycling | – | Continuing to provide for car travel will not give any incentive to residents to use alternative forms of transport | + | This could cause a modal shift as car travel becomes less economically viable |
| **7. Access to public amenities and open areas** | + | | + / – | This could reduce congestion and make services more accessible to those with access to a car. However, the 15% of the population without a car may not be able to easily access services | – | This could make services less accessible to everyone, with the exception of those who can meet the expense of the measures. |

| SEA Objective | Reduce the need for travel by land-use decisions locating services and housing in close proximity | | Provide for demand for car travel on road networks and in centres of economic growth | | Restricting demand for car and freight use, for example using fiscal measures | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **8. Soil quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality | **–** | In the medium to longer term this option is likely to increase car usage which could impact on soil quality with exhaust fumes and roadside dust | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality | **–** | In the medium to longer term this option is likely to increase car usage which could impact on water quality from polluted run-off and drainage | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality |
| **10. Air quality** | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality | **–** | In the medium to longer term this option is likely to increase car usage which would lead to more emissions and poorer local air quality. It is likely the thresholds for nitrous oxides will be exceeded, which could impact on health and biodiversity. | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | **+** | Making services more accessible can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases | **–** | In the medium to longer term this option is likely to increase car usage which would increase emissions of greenhouse gases which contribute to climate change. Providing for demand may include new infrastructure which would give the opportunity to adapt to the changing climate | **+** | Providing a wider range of travel options could lead to a modal shift in the medium to long term. In the longer term this will reduce the emissions of greenhouse gases attributable to transport. |
| **12. Reduce mileage** | **+** | | **–** | This will make car use a more attractive option and could increase reliance on the private car | **+** | Making car use less attractive can go towards reducing dependence on the private car |
| **13. Historic environment** | **0 i** | Providing land-use decisions do not impact on historic sites | **0 i** | Providing new infrastructure does not impact on historic sites | **0** | |
| **14. Town Centre** | **+** | The redevelopment will concentrate development at key public transport nodes, in particular uses which generate significant travel demands | **?** | | **+** | Parking charges and restrictive parking standards are planned to deter commuter parking, which could reduce congestion in the town centre |

| SEA Objective | Reduce the need for travel by land-use decisions locating services and housing in close proximity | | Provide for demand for car travel on road networks and in centres of economic growth | | Restricting demand for car and freight use, for example using fiscal measures | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **15. Landscape** | **+ i** | This option could reduce the number of cars and infrastructure which could have a negative effect on the landscape. Housing development within settlement also preserves green field sites. This is providing land-use decisions do not impact on the wider countryside | **0** | | **+** | This option could reduce the number of cars and infrastructure which could have a negative effect on the landscape. |
| **16. Employment and economic competitiveness** | **+** | If employment and housing are located in close proximity, distance travelled by car is less and these journeys are more likely to be on foot or by bicycle. | **+ / –** | In the short term this could benefit the Borough, making it more economically attractive. However, in the longer term heavy car use may stifle economic growth as capacity is reached. | **–** | This option could impact on people's ability to reach employment and lead to considerable costs to employers because of staff travel costs and freight / distribution costs |
| **17. Resource efficiency** | **i** | | **i** | | **i** | |

**Access to services**

| SEA Objective | No plan option | | Promote better physical access to key services | | Promote a choice of transport options to all services from all parts of Bracknell Forest | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | | **0** | |
| **2. Reduce community severance** | **– –** | This option will widen the gap between car owners and those with no access to a car | **+** | | **+** | |
| **3. Improve safety and security** | **0** | | **0** | | **0** | |
| **4. Transport accessibility** | **– –** | This option will widen the gap between car owners and those with no access to a car | **+ +** | This option will aim to improve access for disadvantaged groups in particular. Diversity training and more accessible buses and rail stations will increase ease of access. | **+ i** | This will improve access for disadvantaged groups in isolated areas, only if implemented in conjunction with measures to make these transport options more accessible |
| **5. Noise and vibration** | **–** | In the medium to longer term this option is likely to increase car usage which impacts on noise and vibration | **+ ?** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration | **+ / –** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. However additional bus services in tranquil areas may cause additional vibration in sensitive spots |
| **6. Cycle, pedestrian, and public transport** | **–** | This will increase reliance on the private car | **+** | | **+ +** | This option is synonymous with meeting this objective |
| **7. Access to public amenities and open areas** | **–** | Access will be restricted to those with a private car | **+** | | **+** | This option would make some of these areas more accessible by public transport |
| **8. Soil quality** | **–** | In the medium to longer term this option is likely to increase car usage which may impact on soil quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | **–** | In the medium to longer term this option is likely to increase car usage which may impact on water quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality |

| SEA Objective | No plan option | | Promote better physical access to key services | | Promote a choice of transport options to all services from all parts of Bracknell Forest | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **10. Air quality** | – | In the medium to longer term this option is likely to increase car usage which will impact on air quality | + | In the medium to longer term this option may decrease car usage which impacts on air quality | + | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | – | In the longer term this option is likely to increase car usage which will lead to an increase in greenhouse gas emissions | + | Making services more accessible can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases | + | Providing better access to services can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases |
| **12. Reduce mileage** | – – | This option will increase vehicle mileage and reliance on the car | + | Making services more accessible can reduce vehicle mileage | + | Making services more accessible can reduce vehicle mileage |
| **13. Historic environment** | 0 | | + | The historic environment will be more accessible to all | + | The historic environment will be more accessible to all |
| **14. Town Centre** | ? | | + | The town centre would be more accessible | + | The town centre would be more accessible |
| **15. Landscape** | 0 | | + | The countryside will be more accessible to all | + | The countryside will be more accessible to all |
| **16. Employment and economic competitiveness** | – | In the longer term, increasing usage of the private car for visiting essential services is likely to cause congestion. This can have a negative effect on economic development and people's ability to access employment. | + | The ability to move freely around the Borough will encourage investment and economic growth | + | The ability to move freely around the Borough will encourage investment and economic growth |
| **17. Resource efficiency** | 0 | | i | | i | |

| SEA Objective | Encourage local partners to locate services in accessible locations | | Provide a more reliable and comprehensive bus service for Bracknell Forest's residents | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | – i | Dependant upon the location of the services, this may impact on biodiversity | – | There may be a very slight negative effect from an increase in buses in rural areas, from emissions and dust on roadside verges |

| SEA Objective | Encourage local partners to locate services in accessible locations | | Provide a more reliable and comprehensive bus service for Bracknell Forest's residents | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **2. Reduce community severance** | **–** | This does not benefit those who currently live in areas which are less accessible, as services are potentially being relocated away from them | **+ i** | The buses would need to be accessible for the mobility impaired, eg wheelchair users |
| **3. Improve safety and security** | **0** | | **0** | |
| **4. Transport accessibility** | **+** | Putting services close to housing will reduce reliance on the car which could benefit disadvantaged groups | **+ i** | This will improve access for disadvantaged groups in isolated areas, only if implemented in conjunction with measures to make these transport options accessible to disabled users |
| **5. Noise and vibration** | **+** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. | **+ / –** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. However additional bus services in tranquil areas may cause some vibration in sensitive spots |
| **6. Cycle, pedestrian, and public transport** | **+** | Reducing the distances between houses and services will make journeys by cycle and on foot more viable | **+ +** | Better bus services contribute towards meeting this objective |
| **7. Access to public amenities and open areas** | **+** | This option is synonymous with providing access to public amenities. Access to open areas may be less good. | **+** | This option would make public amenities and open space more accessible by public transport as long as new routes incorporate these areas |
| **8. Soil quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality |
| **10. Air quality** | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | **+** | Providing better access to services can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases | **+** | A modal shift to bus usage can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases |
| **12. Reduce mileage** | **+** | Providing services and housing in close proximity will reduce mileage travelled | **+** | Making services more accessible can reduce vehicle mileage |
| **13. Historic environment** | **0** | | **+** | The historic environment will be more accessible to all as long as bus routes include these areas |
| **14. Town Centre** | **+** | The town centre redevelopment is encouraging services to be located in this accessible location | **+** | The town centre provides an important hub for bus services, so an increased service would make this area more accessible |

| SEA Objective | Encourage local partners to locate services in accessible locations | | Provide a more reliable and comprehensive bus service for Bracknell Forest's residents | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **15. Landscape** | **+** | Accessible locations are usually within settlement, so this protects development in the countryside | **+** | The countryside will be more accessible to all |
| **16. Employment and economic competitiveness** | **– ?** | The most accessible locations may not be as economically viable and this may restrict investment | **+** | The ability to move freely around the Borough will encourage investment and economic growth |
| **17. Resource efficiency** | **i** | | **i** | |

| SEA Objective | Increase percentage of households built in close proximity to services | | Review Parking provision throughout the whole of Bracknell Forest | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **– i** | Dependant upon the location of the services, this may impact on biodiversity | **0 i** | Providing parking provision does not take up land with a biodiversity value. |
| **2. Reduce community severance** | **+ +** | Locating houses near existing services will allow easier access from all the community | **+** | The provision of disabled parking makes car usage for disabled drivers easier and community transport drop-offs are also beneficial. |
| **3. Improve safety and security** | **0** | | **0** | |
| **4. Transport accessibility** | **+** | Putting housing close to services will reduce reliance on the car which could benefit disadvantaged groups | **+** | The provision of disabled parking makes car usage for disabled drivers easier and community transport drop-offs are also beneficial |
| **5. Noise and vibration** | **+** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. | **+ i** | The LTP2 could impact positively if on-street parking provision is discouraged by fiscal measures. In the medium- long term this would discourage car usage. and congestion which cause noise and vibration. |
| **6. Cycle, pedestrian, and public transport** | **+** | Reducing the distances between houses and services will make journeys by cycle and on foot more viable | **+ i** | The LTP2 could impact positively if on-street parking provision is discouraged by fiscal measures. In the medium- long term this would discourage car usage and encourage alternative methods of travel. |
| **7. Access to public amenities and open areas** | **+** | This option is synonymous with providing access to public amenities. Access to open areas may be less good. | **i** | This would depend on parking provision by public amenities and open space |

| SEA Objective | Increase percentage of households built in close proximity to services | | Review Parking provision throughout the whole of Bracknell Forest | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **8. Soil quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality | **+ i** | If parking restrictions are imposed in sensitive areas or those which are well-served by public transport then this could discourage car use in the medium-long term. This could positively impact on soil quality. |
| **9. Water quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality | **+ i** | If parking restrictions are imposed in sensitive areas or those which are well-served by public transport then this could discourage car use in the medium-long term. This could positively impact on water quality. |
| **10. Air quality** | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality | **+ i** | If parking restrictions are imposed in sensitive areas or those which are well-served by public transport then this could discourage car use in the medium-long term. This would reduce emissions and improve air quality. |
| **11. Climate change** | **+** | Providing better access to services can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases | **+ i** | If parking restrictions are imposed in sensitive areas or those which are well-served by public transport then this could discourage car use in the medium-long term. This would reduce emissions of greenhouse gases. |
| **12. Reduce mileage** | **+** | Providing services and housing in close proximity will reduce mileage travelled | **+ i** | If parking restrictions are imposed in sensitive areas or those which are well-served by public transport then this could encourage public transport use in the medium-long term. |
| **13. Historic environment** | **0** | | **0 i** | Providing parking provision does not impact on land with a historic value. |
| **14. Town Centre** | **+** | The town centre redevelopment is encouraging housing to be located in this accessible location | | |
| **15. Landscape** | **+** | Services are usually within settlement, so locating housing here could protect the countryside | **0** | Providing parking provision does not impact on the landscape. |
| **16. Employment and economic competitiveness** | **+** | Services and employment will be easily accessible | **–** | Parking restrictions in the town centre could negatively impact on economic activity in the Borough |
| **17. Resource efficiency** | **i** | | **i** | |

**Congestion**

| SEA Objective | No plan option | | Increase the number of employers operating travel plans | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | – | Congestion can harm biodiversity because slow or idling vehicles produce emissions which reduce local air quality, there will be an increase in dust on roadside verges, and noise and vibration will be continuous during peak hours | 0 | |
| **2. Reduce community severance** | – | Road traffic in the Bracknell area during peak hours has increased over the past years. If this continued to increase local residents would find it difficult to access local services, thereby increasing community severance | 0 | |
| **3. Improve safety and security** | + / – | Slower road speeds can reduce the incidence of higher speed collisions; however congestion on major routes often transfers to smaller local routes, which may reduce safety in these areas. | 0 | |
| **4. Transport accessibility** | – | This option goes no way towards addressing accessibility for disadvantaged groups | + i | If the travel plans including measures for the mobility impaired |
| **5. Noise and vibration** | – | | + | In the medium to long term this could reduce the number of commuters in private cars, which cause noise and vibration |
| **6. Cycle, pedestrian, and public transport** | + / – | In the short term this would have a negative effect, however over the longer term, if congestion worsened considerably, this would make the usage of alternative methods of travel more viable and could cause a modal shift. | + | If travel plans include measures to encourage these methods of transport |
| **7. Access to public amenities and open areas** | 0 | | 0 | |
| **8. Soil quality** | ? | | + ? | In the medium to long term this could reduce the number of commuters in private cars, which could negatively impact on soil quality |
| **9. Water quality** | ? | | + ? | In the medium to long term this could reduce the number of commuters in private cars, which could negatively impact on water quality |
| **10. Air quality** | – | Congestion will reduce air quality because slow or idling vehicles produce more emissions than if the traffic was free-flowing | + | In the medium to long term this could reduce the number of commuters in private cars, which would negatively impact on local air quality |
| **11. Climate change** | – | Congestion will reduce air quality because slow or idling vehicles produce more emissions than if the traffic was free-flowing | + | In the medium to long term this could reduce the number of commuters in private cars, which would lead to fewer greenhouse gas emissions |

| SEA Objective | No plan option | | Increase the number of employers operating travel plans | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **12. Reduce mileage** | + ? | In the longer term, if congestion worsened over the next 5 years, this would make the usage of alternative methods of travel more viable so could cause a modal shift. | + | In the medium to long term this could encourage commuters to use alternative methods of transport |
| **13. Historic environment** | ? | | 0 | |
| **14. Town Centre** | – | If the town centre becomes more difficult to access due to congestion, then people may travel elsewhere for services | + | This would provide a long-term method of guiding and controlling the traffic from the redevelopment in a sustainable manner |
| **15. Landscape** | – ? | Congestion on the major routes may cause some vehicles to seek alternative, more rural routes. | 0 | |
| **16. Employment and economic competitiveness** | – | Increasing traffic levels in peak times has a large economic cost, making it difficult for employees to access their place of work and freight is more time-consuming. This will reduce the attractiveness of the Borough for economic investment. | + / – | If congestion is slowed by encouraging people out of their cars, this could increase the attractiveness of the Borough to employers. However, the extra cost implications to businesses could potentially affect the competitiveness of the Borough. |
| **17. Resource efficiency** | i | | i | |

| SEA Objective | Reduce the impact of the school run on congestion - by walking, cycling or bus | | Establish multiple occupancy vehicle lanes | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | 0 | | 0 | |
| **2. Reduce community severance** | + | The methods of transport promoted would be accessible to everyone | 0 | |
| **3. Improve safety and security** | + / – | This could improve safety on the roads if traffic levels reduce, but more school children walking and cycling could potentially be less safe | 0 | |
| **4. Transport accessibility** | + | By encouraging school children to use alternative methods of transport, this could reduce congestion allowing those who rely on car usage to have easier access to services and employment | 0 | |
| **5. Noise and vibration** | + | In the medium to long term this could reduce the number of private cars, which cause noise and vibration | + | In the medium to long term this could reduce the number of private cars, which cause noise and vibration |
| **6. Cycle, pedestrian, and public transport** | + | This option is synonymous with the environmental objective | – | Although this alternative may reduce the number of cars on the road, it does not encourage the use of alternative measures such as cycling and walking |

| SEA Objective | Reduce the impact of the school run on congestion - by walking, cycling or bus | | Establish multiple occupancy vehicle lanes | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **7. Access to public amenities and open areas** | **0** | | **0** | |
| **8. Soil quality** | **+ ?** | In the medium to long term this could reduce the number of cars at peak time, which could negatively impact on soil quality | **+ ?** | In the medium to long term this could reduce travel by private car, which may lead to improved soil quality |
| **9. Water quality** | **+ ?** | In the medium to long term this could reduce the number of cars at peak time, which could negatively impact on water quality | **+ ?** | In the medium to long term this could reduce travel by private car, which may lead to improved water quality |
| **10. Air quality** | **+** | In the medium to long term this could reduce the number of cars at peak time, which would negatively impact on local air quality | **+** | In the medium to long term this could reduce travel by private car, which will lead to improved air quality |
| **11. Climate change** | **+** | In the medium to long term this could reduce the number of cars at peak time, which would lead to fewer greenhouse gas emissions | **+** | In the medium to long term this could reduce travel by private car, which would lead to fewer greenhouse gas emissions |
| **12. Reduce mileage** | **+** | | **–** | This may reduce total number of vehicles on the road, but if implemented in isolation it would still retain reliance on the private car |
| **13. Historic environment** | **0** | | **0** | |
| **14. Town Centre** | **0** | | **+** | This would encourage car sharing amongst the 78% of employees who travel to work in a private car (2001 census) |
| **15. Landscape** | **0** | | **0** | |
| **16. Employment and economic competitiveness** | **+** | This could reduce congestion, enabling easier access to employment areas | **+** | This could reduce congestion, enabling easier access to employment areas |
| **17. Resource efficiency** | **i** | | **i** | |

| SEA Objective | Improve public transport during peak hours | | Increase cycle flow at key points on the network | | Manage freight traffic more holistically | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | | **0** | |
| **2. Reduce community severance** | **+ i** | This will improve access for disadvantaged groups in isolated areas, only if implemented in conjunction with measures to make these transport options more accessible | **0** | | **0** | |
| **3. Improve safety and security** | **0** | | **+ i** | This would have a positive effect if measures were included to make cycle lanes safer | **0** | |
| **4. Transport accessibility** | **+** | | **0** | | **0** | |
| **5. Noise and vibration** | **+** | In the medium to long term this could reduce the number of private cars, which cause noise and vibration | **+** | In the medium to long term this could reduce the number of private cars, which cause noise and vibration | **+** | In the medium to long term this could reduce the amount of freight transport, which cause noise and vibration |
| **6. Cycle, pedestrian, and public transport** | **+** | | **+** | | **–** | Although this alternative may reduce freight on the road, it does not encourage the use of alternative measures such as cycling and walking |
| **7. Access to public amenities and open areas** | **0** | | **+** | A wider cycle network could incorporate access to amenities and open areas | **0** | |
| **8. Soil quality** | **+ ?** | In the medium to long term this could reduce travel by private car, which may lead to improved soil quality | **+ ?** | In the medium to long term this could reduce travel by private car, which may lead to improved soil quality | **+ ?** | In the medium to long term this could reduce the impacts of freight vehicles, which may lead to improved soil quality |
| **9. Water quality** | **+ ?** | In the medium to long term this could reduce travel by private car, which may lead to improved water quality | **+ ?** | In the medium to long term this could reduce travel by private car, which may lead to improved water quality | **+ ?** | In the medium to long term this could reduce the impacts of freight vehicles, which may lead to improved water quality |
| **10. Air quality** | **+** | In the medium to long term this could reduce travel by private car, which will lead to improved air quality | **+** | In the medium to long term this could reduce travel by private car, which will lead to improved air quality | **+** | In the medium to long term this could reduce the impacts of freight vehicles, which will lead to improved air quality |

| SEA Objective | Improve public transport during peak hours | | Increase cycle flow at key points on the network | | Manage freight traffic more holistically | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **11. Climate change** | + | In the medium to long term this could reduce travel by private car, which would lead to fewer greenhouse gas emissions | + | In the medium to long term this could reduce travel by private car, which would lead to fewer greenhouse gas emissions | + | In the medium to long term this could reduce the impacts of freight, which would lead to fewer greenhouse gas emissions |
| **12. Reduce mileage** | + | | + | | – | Likely to reduce the impact of freight, although this option will not reduce reliance on the private car |
| **13. Historic environment** | 0 | | + | A wider cycle network could incorporate access to the historic environment | + | This may reduce the effects of vibration from larger vehicles upon historic buildings |
| **14. Town Centre** | + | | + | This would have a positive effect if the cycle network to and around the town centre was improved and a modal shift occurred | + | Provided freight could be managed in a manner which did not effect the town centre at peak times |
| **15. Landscape** | 0 | | – ? | New infrastructure for cycle lanes or cycle parking within the countryside could impact on the visual environment | 0 | |
| **16. Employment and economic competitiveness** | + | This could reduce congestion, enabling easier access to employment areas | + | This could reduce congestion, enabling easier access to employment areas | + / – | This could reduce congestion, enabling easier access to employment areas. However, there may be an additional cost to the employer which could potentially reduce the economic competitiveness of the Borough |
| **17. Resource efficiency** | i | | i | | i | |

**Public Transport**

| SEA Objective | No plan option | | Increase bus patronage and satisfaction | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **–** | There may be a very slight negative effect from an increase in buses in rural areas, from emissions and dust on roadside verges |
| **2. Reduce community severance** | **– –** | No additional public transport provision or information will increase reliance on the private car, which can isolate sectors of the community | **+ i** | The buses would need to be accessible for the mobility impaired, eg wheelchair users |
| **3. Improve safety and security** | **0** | | **0** | |
| **4. Transport accessibility** | **– –** | No additional public transport provision or information will increase reliance on the private car, which can isolate sectors of the community | **+ i** | This will improve access for disadvantaged groups in isolated areas, only if implemented in conjunction with measures to make these transport options accessible to disabled users |
| **5. Noise and vibration** | **–** | In the medium to longer term this option is likely to increase car usage which impacts on noise and vibration | **+ / –** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. However additional bus services in tranquil areas may cause some vibration in sensitive spots |
| **6. Cycle, pedestrian, and public transport** | **–** | This will increase reliance on the private car | **+ +** | Better bus services contribute towards meeting this objective |
| **7. Access to public amenities and open areas** | **–** | Access will be restricted to those with a private car | **+** | This option would make public amenities and open space more accessible by public transport providing new routes incorporate these areas |
| **8. Soil quality** | **–** | In the medium to longer term this option is likely to increase car usage which may impact on soil quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | **–** | In the medium to longer term this option is likely to increase car usage which may impact on water quality | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality |
| **10. Air quality** | **–** | In the medium to longer term this option is likely to increase car usage which will impact on air quality | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | **–** | In the longer term this option is likely to increase car usage which will lead to an increase in greenhouse gas emissions | **+** | A modal shift to bus usage can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases |
| **12. Reduce mileage** | **– –** | This option will increase vehicle mileage and reliance on the car | **+** | Making services more accessible can reduce vehicle mileage |

| SEA Objective | No plan option | | Increase bus patronage and satisfaction | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **13. Historic environment** | **0** | | **+** | The historic environment will be more accessible to all providing bus routes include these areas |
| **14. Town Centre** | **– –** | The vitality of the town centre redevelopment may decrease if there is no provision for public transport | **+** | The town centre provides an important hub for bus services, so an increased service would make this area more accessible |
| **15. Landscape** | **0** | | **+** | The countryside will be more accessible to all |
| **16. Employment and economic competitiveness** | **–** | In the longer term, increasing usage of the private car for visiting essential services is likely to cause congestion. This can have a negative effect on economic development and people's ability to access employment. | **+** | The ability to move freely around the Borough will encourage investment and economic growth |
| **17. Resource efficiency** | **i** | | **i** | |

| SEA Objective | Improve rural bus services | | Explore subsidised public transport for school travel | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **–** | There may be a very slight negative effect from an increase in buses in rural areas, from emissions and dust on roadside verges | **0** | |
| **2. Reduce community severance** | **+ i** | The buses would need to be accessible for the mobility impaired, eg wheelchair users | **+** | |
| **3. Improve safety and security** | **0** | | **0** | |
| **4. Transport accessibility** | **+ i** | This will improve access for disadvantaged groups in isolated areas, only if implemented in conjunction with measures to make these transport options accessible to disabled users | **0** | |
| **5. Noise and vibration** | **+ / –** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. However additional bus services in tranquil areas may cause some vibration in sensitive spots | **0** | |
| **6. Cycle, pedestrian, and public transport** | **+ +** | Better bus services contribute towards meeting this objective | **+** | Increased use of subsidised buses would contribute towards this objective |

| SEA Objective | Improve rural bus services | | Explore subsidised public transport for school travel | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **7. Access to public amenities and open areas** | + | This option would make public amenities and open space more accessible by public transport providing new routes incorporate these areas | + | Makes schools more accessible |
| **8. Soil quality** | + ? | In the medium to longer term this option may decrease car usage which can impact on soil quality | 0 | |
| **9. Water quality** | + ? | In the medium to longer term this option may decrease car usage which can impact on water quality | 0 | |
| **10. Air quality** | + / – | In the short term if bus journeys increase and there is no decrease in car use, this will initially result in an increased amount of motorised vehicle journeys. In the medium to longer term this option may decrease car usage which impacts on air quality | + | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | + | A modal shift to bus usage can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases | + | A shift to bus usage can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases |
| **12. Reduce mileage** | + | Providing new services in rural areas could reduce the amount of longer distance travel | + | Subsidising school travel could decrease miles travelled on the 'school run' |
| **13. Historic environment** | + / – | The historic environment will be more accessible to all providing bus routes include these areas. The provision of bus stops must be sensitive to the townscape in these areas or they could have a negative impact. | 0 | |
| **14. Town Centre** | + | The town centre provides an important hub for bus services, so an increased service would make this area more accessible from the rural areas | 0 | |
| **15. Landscape** | + / – | The countryside and rural areas will be more accessible to all. The provision of bus stops must be sensitive to the landscape or they could have a negative impact. | 0 | |
| **16. Employment and economic competitiveness** | + | The ability to move freely around the whole of the Borough will encourage investment and economic growth | – | The funding for this must come from somewhere and may not be economically viable |
| **17. Resource efficiency** | i | | 0 | |

| SEA Objective | Ensure public transport is affordable | | Implement demand responsive public transport | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | |
| **2. Reduce community severance** | **+ +** | | **+ +** | |
| **3. Improve safety and security** | **0** | | **0** | |
| **4. Transport accessibility** | **+ +** | | **+ +** | |
| **5. Noise and vibration** | **0** | | **+ / –** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. However additional bus services in tranquil areas may cause additional vibration in sensitive spots |
| **6. Cycle, pedestrian, and public transport** | **+ +** | | **+** | This flexible service may increase passenger numbers |
| **7. Access to public amenities and open areas** | **+** | Could make public services more accessible | **+ +** | |
| **8. Soil quality** | **0** | | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | **0** | | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality |
| **10. Air quality** | **0** | | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality |
| **11. Climate change** | **0** | | **+** | Providing better access to services can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases |
| **12. Reduce mileage** | **+ i** | Could potentially reduce miles travelled by car if affordability encourages a modal shift | **+** | Making services more accessible can reduce vehicle mileage |
| **13. Historic environment** | **0** | | **+** | The historic environment will be more accessible to all |
| **14. Town Centre** | **0** | | **+** | The town centre would be more accessible |
| **15. Landscape** | **0** | | **+** | The countryside will be more accessible to all |

| SEA Objective | Ensure public transport is affordable | | Implement demand responsive public transport | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **16. Employment and economic competitiveness** | **0** | | **+** | The ability to move freely around the Borough will encourage investment and economic growth |
| **17. Resource efficiency** | **0** | | **i** | |

| SEA Objective | Improve transport information | | Increase the perception of safety at the Borough's rail stations | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | |
| **2. Reduce community severance** | **+** | | **+** | If stations are perceived as safer this will make this method of travel more inclusive. |
| **3. Improve safety and security** | **0** | | **+ +** | |
| **4. Transport accessibility** | **+** | | **+** | |
| **5. Noise and vibration** | **0** | | **0** | |
| **6. Cycle, pedestrian, and public transport** | **+** | Knowledge of services may increase the usage of public transport, cycleways and pedestrian routes | **+ ?** | Safer roads may encourage more people to travel by train instead of the car |
| **7. Access to public amenities and open areas** | **+ ?** | Knowledge of services may increase the usage of public transport, cycleways and pedestrian routes to access | **0** | |
| **8. Soil quality** | **0** | | **0** | |
| **9. Water quality** | **0** | | **0** | |
| **10. Air quality** | **0** | | **0** | |
| **11. Climate change** | **0** | | **0** | |
| **12. Reduce mileage** | **+ ?** | Knowledge of available transport can make services more accessible which may reduce vehicle mileage | **0** | |

| SEA Objective | Improve transport information | | Increase the perception of safety at the Borough's rail stations | |
|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments |
| **13. Historic environment** | **+ ?** | Knowledge of all transport alternatives available could make the historic environment more accessible to all | **0** | |
| **14. Town Centre** | **+ ?** | Knowledge of all transport alternatives available could make the town centre more accessible to all | **+** | If the town centre has a station perceived a safe and secure this could contribute towards its vitality |
| **15. Landscape** | **0** | | **0** | |
| **16. Employment and economic competitiveness** | **+** | The knowledge of how to move freely around the Borough without using the car may reduce congestion | **+** | If a safer environment encourages more commuting by rail, this could reduce congestion |
| **17. Resource efficiency** | **0** | | **0** | |

**Safety**

| SEA Objective | No plan option | | Ensure street lighting improvements | | Sustain enhanced progression towards government 2010 casualty reduction targets | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **– i** | Lighting can have a negative impact on biodiversity unless implementation measures are put in place, such as low-spill lights | **0** | |
| **2. Reduce community severance** | **–** | If no road safety measures are implemented then certain residents remain more at risk than others | **0** | | **0** | |
| **3. Improve safety and security** | **– –** | | **+** | Well lit areas can improve the security of an area and improve people's perceptions of safety | **+ +** | |
| **4. Transport accessibility** | **–** | If no road safety measures are implemented then certain residents remain more at risk than others | **0** | | **0** | |
| **5. Noise and vibration** | **0** | | **0** | | **0** | |
| **6. Cycle, pedestrian, and public transport** | **–** | If no measures are in place, cycling, walking and public transport could be actually be, or perceived to be, a less safe method of travel | **+** | If people feel safer using public transport, cycling and walking this may help encourage a modal shift | **+ ?** | Safer roads may encourage more people to travel by methods other than the car |
| **7. Access to public amenities and open areas** | **0** | | **0** | | **0** | |
| **8. Soil quality** | **0** | | **0** | | **0** | |
| **9. Water quality** | **0** | | **0** | | **0** | |
| **10. Air quality** | **0** | | **0** | | **0** | |

| SEA Objective | No plan option | | Ensure street lighting improvements | | Sustain enhanced progression towards government 2010 casualty reduction targets | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **11. Climate change** | **0** | | **– i** | Additional lighting will increase emissions of greenhouse gases from the burning of fossil fuels, unless renewable energy measures are in place | **0** | |
| **12. Reduce mileage** | **–** | If no measures are in place, car use could increase if it is a safer method of travel | **0** | | **0** | |
| **13. Historic environment** | **0** | | **0** | | **0** | |
| **14. Town Centre** | **0** | | **0** | | **0** | |
| **15. Landscape** | **0** | | **– i** | Lighting can have a negative impact on the darkness which is characteristic of the countryside, unless implementation measures are put in place, such as low-spill lights | **0** | |
| **16. Employment and economic competitiveness** | **0** | | **0** | | **0** | |
| **17. Resource efficiency** | **0** | | **– i** | Additional lighting will use up non-renewable resources (fossil fuels) unless renewable energy measures are in place | **0** | |

| SEA Objective | Reduce the risk of collision of the roads | | Improve road safety awareness amongst vulnerable and high risk road users | | Improve provision of tactile facilities for visually impaired people at formal pedestrian crossings | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | | **0** | |
| **2. Reduce community severance** | **0** | | **+** | This will make the roads safer for vulnerable groups therefore making the provision of transport less divisive | **+** | This will make the roads safer and more accessible for the visually impaired |
| **3. Improve safety and security** | **+ +** | | **+ +** | | **+** | This will make the roads safer and more accessible for the visually impaired |
| **4. Transport accessibility** | **0** | | **+** | Positive where disadvantaged groups are those which are vulnerable and/or high risk | **+** | Positive where disadvantaged groups are those which are visually impaired |
| **5. Noise and vibration** | **0** | | **0** | | **0** | |
| **6. Cycle, pedestrian, and public transport** | **+ ?** | Safer roads may encourage more people to travel by methods other than the car | **+ ?** | Safer roads may encourage more people to travel by methods other than the car | **+ ?** | Safer roads may encourage more people to travel by methods other than the car |
| **7. Access to public amenities and open areas** | **0** | | **0** | | **+** | This could make public amenities more accessible to the visually impaired |
| **8. Soil quality** | **0** | | **0** | | **0** | |
| **9. Water quality** | **0** | | **0** | | **0** | |
| **10. Air quality** | **0** | | **0** | | **0** | |
| **11. Climate change** | **0** | | **0** | | **0** | |
| **12. Reduce mileage** | **0** | | **0** | | **0** | |
| **13. Historic environment** | **0** | | **0** | | **0** | |
| **14. Town Centre** | **0** | | **0** | | **0** | |
| **15. Landscape** | **0** | | **0** | | **0** | |

| SEA Objective | Reduce the risk of collision of the roads | | Improve road safety awareness amongst vulnerable and high risk road users | | Improve provision of tactile facilities for visually impaired people at formal pedestrian crossings | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **16. Employment and economic competitiveness** | **0** | | **0** | | **0** | |
| **17. Resource efficiency** | **0** | | **0** | | **0** | |

**Safety**

| SEA Objective | Reduce number of people suffering slight injuries in road accidents | | Work in partnership with businesses to help secure road safety improvements | | Develop transport packages for primary and secondary schools | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | | **0** | |
| **2. Reduce community severance** | **0** | | **+** | This could make the roads safer for all | **+** | This could make the roads safer for pupils |
| **3. Improve safety and security** | **+ +** | | **+ +** | This could make the roads safer for all | **+ +** | This could make the roads safer for pupils |
| **4. Transport accessibility** | **0** | | **0** | | **0** | |
| **5. Noise and vibration** | **0** | | **0** | | **0** | |
| **6. Cycle, pedestrian, and public transport** | **+ ?** | Safer roads may encourage more people to travel by methods other than the car | **+ ?** | Safer roads may encourage more people to travel by methods other than the car | **+** | Transport packages would include measures to increase cycling and walking |
| **7. Access to public amenities and open areas** | **0** | | **0** | | **+** | Would increase access to schools |
| **8. Soil quality** | **0** | | **0** | | **0** | |
| **9. Water quality** | **0** | | **0** | | **0** | |
| **10. Air quality** | **0** | | **0** | | **0** | |
| **11. Climate change** | **0** | | **0** | | **+ ?** | In the longer term this may reduce the number of cars on the school run, leading to fewer GHG emissions |
| **12. Reduce mileage** | **0** | | **0** | | **+ ?** | In the medium term this may reduce the number of cars on the school run |
| **13. Historic environment** | **0** | | **0** | | **0** | |
| **14. Town Centre** | **0** | | **0** | | **0** | |
| **15. Landscape** | **0** | | **0** | | **0** | |

| SEA Objective | Reduce number of people suffering slight injuries in road accidents | | Work in partnership with businesses to help secure road safety improvements | | Develop transport packages for primary and secondary schools | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **16. Employment and economic competitiveness** | **0** | | **+ / –** | This could benefit business by making the roads safer for their employees, however there would be fiscal costs involved | **0** | |
| **17. Resource efficiency** | **0** | | **0** | | **0** | |

**Road condition and maintenance**

| SEA Objective | No plan option | | Improve road condition and implement structural maintenance schemes | | Asset Management Plan | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | | **0** | |
| **2. Reduce community severance** | **0** | | **0** | | **0** | |
| **3. Improve safety and security** | **–** | The roads could become less safe if a regular maintenance program is not carried out | **+** | | **+** | |
| **4. Transport accessibility** | **0** | | **0** | | **0** | |
| **5. Noise and vibration** | **–** | As roads decline in condition this could increase noise and vibration from traffic | **+** | Road improvements could reduce vibration | **+** | Road improvements could reduce vibration |
| **6. Cycle, pedestrian, and public transport** | **0** | | **0** | | **+** | Positive if plan includes measures to improve cycleways and footpaths |
| **7. Access to public amenities and open areas** | **0** | | **0** | | **0** | |
| **8. Soil quality** | **0** | | **0** | | **0** | |
| **9. Water quality** | **0** | | **0** | | **0** | |
| **10. Air quality** | **0** | | **0** | | **0** | |
| **11. Climate change** | **0** | | **–** | If resources are put into road maintenance instead of public transport and/or footpaths this could continue to increase use of the private car leading to an increase in greenhouse gas emissions | **?** | Depends on weighting of resources between road maintenance and proposals which promote public transport |

| SEA Objective | No plan option | | Improve road condition and implement structural maintenance schemes | | Asset Management Plan | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **12. Reduce mileage** | **0** | | **–** | If resources are put into road maintenance instead of public transport and/or footpaths this could continue to increase use of the private car | **?** | Depends on weighting of resources between road maintenance and that which promotes public transport |
| **13. Historic environment** | **0** | | **0** | | **+ i** | This approach could include design of transport infrastructure to be in accordance with the historic environment |
| **14. Town Centre** | **0** | | **0** | | **0** | |
| **15. Landscape** | **0** | | **0** | | **+ i** | This approach could include design of transport infrastructure so it does not negatively impact on the landscape |
| **16. Employment and economic competitiveness** | **–** | If the roads are in a poor condition this could reduce the ease which freight is transported and reduce the economic competitiveness of the Borough | **+** | | **0** | |
| **17. Resource efficiency** | **0** | | **+ i** | The use of recycled aggregates in road maintenance could improve the environmental impact of this option | **0** | |

**Streetscape**

| SEA Objective | No plan option | | Implement the Boulevard Project | | Verge and roundabout maintenance | | Future planning of new development to enhance the streetscape | |
|---|---|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **0** | | **0** | | **+ i** | This option would have the potential to improve biodiversity if positive management is adopted. For example, this may include mowing regimes to encourage wild flowers. | **+ i** | If infrastructure in new developments contains measures to enhance any habitat networks for biodiversity (e.g. roadside verges can be 'green' corridors along which species move). |
| **2. Reduce community severance** | **0** | | **+ i** | Suitable provision of signage, crossings etc may make the roads safer for pedestrians and cyclists | **0** | | **0** | |
| **3. Improve safety and security** | **–** | Unsuitable signage or overgrown pathways and verges could impact on the safety of areas | **+ i** | Suitable provision of signage, crossings etc may make the roads safer for pedestrians and cyclists, and lighting areas currently perceived as 'unsafe' may improve these areas | **+ i** | Only where overgrown areas cause a potential or perceived safety hazard, e.g. obscured paths or vehicle sight-lines | **+** | This could include planning in safety measures which enhance the streetscape rather than adding these afterwards |
| **4. Transport accessibility** | **0** | | **0** | | **0** | | **0** | |
| **5. Noise and vibration** | **0** | | **0** | | **0** | | **0** | |

| SEA Objective | No plan option | | Implement the Boulevard Project | | Verge and roundabout maintenance | | Future planning of new development to enhance the streetscape | |
|---|---|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **6. Cycle, pedestrian, and public transport** | **–** | Unsuitable signage or overgrown pathways and verges could make these modes of transport less attractive | **+ i** | Suitable provision of signage, crossings etc may make the roads safer for pedestrians and cyclists | **+ i** | Only where overgrown areas cause a potential or perceived safety hazard, e.g. obscured paths or vehicle sight-lines | **+ i** | Suitable provision of signage, crossings etc may make the roads safer for pedestrians and cyclists |
| **7. Access to public amenities and open areas** | **0** | | **0** | | **0** | | **0** | |
| **8. Soil quality** | **0** | | **0** | | **+** | Maintenance could improve soil quality if appropriate species are planted | **0** | |
| **9. Water quality** | **0** | | **0** | | **0** | | **0** | |
| **10. Air quality** | **0** | | **0** | | **0** | | **0** | |
| **11. Climate change** | **0** | | **0** | | **+ i** | Grass verges can provide a soakaway to reduce the effects of flooding from extreme weather events. Trees on verges and roundabouts can go towards buffering against carbon dioxide emissions | **+ i** | Planning wider grass verges can provide a soakaway to reduce the effects of flooding from extreme weather events. Trees on verges and roundabouts can go towards buffering against carbon dioxide emissions |
| **12. Reduce mileage** | **0** | | **0** | | **0** | | **0** | |
| **13. Historic environment** | **–** | The historic environment could be negatively effected by unsympathetic street furniture if this is not co-ordinated | **+ i** | New street furniture should be sympathetic to the historic environment | **0** | | **+** | A holistic approach to street furniture within new development could reduce clutter and enhance any historic setting |

| SEA Objective | No plan option | | Implement the Boulevard Project | | Verge and roundabout maintenance | | Future planning of new development to enhance the streetscape | |
|---|---|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **14. Town Centre** | **–** | The town centre environment could be negatively effected by unsympathetic street furniture if this is not co-ordinated | **+** | Improving the street environment could make the town centres more attractive and vibrant places | **0** | | **+** | Planning a good street environment could make the town centres more attractive and vibrant places |
| **15. Landscape** | **–** | The landscape environment could be negatively effected by unsympathetic street furniture if this is not co-ordinated | **+** | More sensitive use of signs in the countryside could improve the landscape | **+** | | **+** | A holistic approach to street furniture within new development could reduce clutter within any areas of landscape character |
| **16. Employment and economic competitiveness** | **0** | | **+** | If the street scene in commercial areas provides a good environment, this could encourage people to visit and benefit the economy | **0** | | **+** | If the street scene in commercial areas provides a good environment, this could encourage people to visit and benefit the economy |
| **17. Resource efficiency** | **0** | | **+ i** | If energy efficient lighting is installed this could help reduce the use of fossil fuels. | **+ i** | Planting drought resistant plants can reduce the need for watering | **+ i** | Install measures from the outset which are resource efficient, e.g. planting drought resistant plants and putting in energy efficient lighting |

**Town centre**

| SEA Objective | No plan option | | Improve the accessibility of the town centre from within Bracknell Forest | | Maintain a shopmobility scheme for Bracknell | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **–** | If car usage and congestion within the town centre were to increase then the emissions and noise could have a negative impact on biodiversity | **0** | | **0** | |
| **2. Reduce community severance** | **–** | No action would widen the gap between car owners and those with no access to a car | **+ i** | Providing accessibility is improved by a range of methods of travel, i.e. providing for car use for those with limited mobility, public transport and cycling / walking | **+ +** | This makes accessing services in the town centre easier for those with limited mobility |
| **3. Improve safety and security** | **0** | | **0** | | **0** | |
| **4. Transport accessibility** | **–** | No action would widen the gap between car owners and those with no access to a car | **+ +** | This would also make the town centre a hub for transport making travel in and out of the centre more accessible | **+** | Improves accessibility to services for disadvantaged groups |
| **5. Noise and vibration** | **–** | In the medium to longer term this option is likely to increase car usage which impacts on noise and vibration | **– i** | If this were to increase traffic in Bracknell there could be an associated increase in noise | **0** | |
| **6. Cycle, pedestrian, and public transport** | **–** | This will increase reliance on the private car | **+** | An integrated package would also improve alternatives to the private car | **0** | |
| **7. Access to public amenities and open areas** | **–** | | **+** | | **+** | Improves accessibility to services for disadvantaged groups, enabling access for all |
| **8. Soil quality** | **–** | In the medium to longer term this option is likely to increase car usage which may impact on soil quality | **0** | | **0** | |
| **9. Water quality** | **–** | In the medium to longer term this option is likely to increase car usage which may impact on water quality | **0** | | **0** | |

| SEA Objective | No plan option | | Improve the accessibility of the town centre from within Bracknell Forest | | Maintain a shopmobility scheme for Bracknell | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **10. Air quality** | **–** | In the medium to longer term this option is likely to increase car usage which will impact on air quality | **0** | | **0** | |
| **11. Climate change** | **–** | In the longer term this option is likely to increase car usage which will lead to an increase in greenhouse gas emissions | **0** | | **0** | |
| **12. Reduce mileage** | **– –** | This option will increase vehicle mileage and reliance on the car | **0** | | **0** | |
| **13. Historic environment** | **0** | | **0** | | **0** | |
| **14. Town Centre** | **?** | | **+ +** | | **+** | Could help make the town centre more accessible to those with limited mobility |
| **15. Landscape** | **0** | | **0** | | **0** | |
| **16. Employment and economic competitiveness** | **–** | In the longer term, increasing usage of the private car for visiting essential services is likely to cause congestion. This can have a negative effect on economic development and people's ability to access employment. | **+** | This could improve the competitiveness of the town centre | **+** | The shops and commercial area are more accessible so could encourage economic investment |
| **17. Resource efficiency** | **0** | | **0** | | **0** | |

| SEA Objective | Increase opportunities to access the town for pedestrians and cyclists | | Park and ride scheme | | Use restrictive measures such as increasing the cost of parking | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **1. Biodiversity** | **+** | This could reduce the use of the private car and the associated congestion in the town, which could have a positive impact on biodiversity | **– i** | This would depend on the location of the park and ride | **0** | |

| SEA Objective | Increase opportunities to access the town for pedestrians and cyclists | | Park and ride scheme | | Use restrictive measures such as increasing the cost of parking | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **2. Reduce community severance** | **+** | | **–** | This option solely provides for car users, so does not | **–** | This would split the community as some would not be able to afford imposed fiscal measures |
| **3. Improve safety and security** | **0** | | **0** | | **0** | |
| **4. Transport accessibility** | **+ / –** | This could reduce the use of the private car and associated congestion in the town, but will not benefit those who rely on the private car for their mobility | **–** | This option solely provides for car users, so is less inclusive than some of the other options | **–** | This would split the community as some would not be able to afford imposed fiscal measures |
| **5. Noise and vibration** | **+ / –** | In the medium to longer term this option may decrease car usage which impacts on noise and vibration. However additional bus services in tranquil areas may cause additional vibration in sensitive spots | **+ / –** | This could reduce congestion and consequently noise and vibration in the town centre, but could relocate this to another area which is currently more tranquil | **+** | Restricting parking should reduce the number of vehicles entering the town centre which will reduce the amount of noise and vibration. |
| **6. Cycle, pedestrian, and public transport** | **+ +** | This option is synonymous with meeting this objective | **–** | | **+** | This could cause a modal shift as car travel becomes less economically viable |
| **7. Access to public amenities and open areas** | **+** | This option would make some of these amenities more accessible by public transport | **0** | | **–** | This could make services less accessible to everyone, with the exception of those who can meet the expense of the measures. |
| **8. Soil quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality | **– i** | The car park area must be carefully located to ensure it does not result in loss of quality soil | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on soil quality |
| **9. Water quality** | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality | **– i** | The car park area must be carefully located to ensure it does not result in pollution of water courses from run-off from the tarmaced area | **+ ?** | In the medium to longer term this option may decrease car usage which can impact on water quality |
| **10. Air quality** | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality | **+ / –** | This may not reduce the number of vehicles on the roads, but could help reduce congestion which contributes to a reduction in air quality | **+** | In the medium to longer term this option may decrease car usage which impacts on air quality |

| SEA Objective | Increase opportunities to access the town for pedestrians and cyclists | | Park and ride scheme | | Use restrictive measures such as increasing the cost of parking | |
|---|---|---|---|---|---|---|
| | Assessment | Comments | Assessment | Comments | Assessment | Comments |
| **11. Climate change** | + | Providing alternatives to the car when accessing services can reduce vehicle mileage, which in the longer term will reduce the emissions of greenhouse gases | – | This could lead to increased car usage and there may be the loss of green field areas which currently provide ecological services such as pollution control and flooding prevention | + | This could lead to a modal shift in the medium to long term. In the longer term this will reduce the emissions of greenhouse gases attributable to transport. |
| **12. Reduce mileage** | + | Providing alternatives to the car can reduce vehicle mileage | – | This could lead to increased car usage | + | Making car use less attractive can go towards reducing dependence on the private car |
| **13. Historic environment** | 0 | | – i | Depending upon the location of the car parking area | 0 | |
| **14. Town Centre** | + | The town centre would be more accessible | + | This would enable easier access to the town centre by car | + | Parking charges and restrictive parking standards are planned to deter commuter parking, which could reduce congestion in the town centre |
| **15. Landscape** | 0 | | – i | Depending upon the location of the car parking area | + | This option could reduce the number of cars, and infrastructure which may have a negative effect on the landscape. |
| **16. Employment and economic competitiveness** | + | The ability to move freely around the Borough will encourage investment and economic growth | + | Reducing congestion and providing easy access to the town centre by the private car could increase the economic competitiveness of the area | – | This option could impact on people's ability to reach employment and lead to considerable costs to employers because of staff travel costs and freight / distribution costs |
| **17. Resource efficiency** | i | | i | | i | |

# Appendix E Assessment of LTP3 Core Policies

| Component | 1. Accessibility and Community Wellbeing |
|---|---|
| Description | **Policy TP1 – Accessibility**<br><br>**The Council is committed to maintaining its current high level of accessibility for all to key services such as healthcare, employment, local centres, supermarkets, education and leisure through:**<br><br>• Maintaining and improving, where feasible, accessible routes to and from essential services.<br>• Ensuring Bracknell Town Centre is a focus for journeys within the Borough.<br>• Providing an accessible public transport network.<br>• Ensuring sustainable transport provision from new development.<br>• Improve the walking and cycling infrastructure.<br>• Better integration of transport and land use planning to reduce the need to travel.<br>• Implementing key road capacity improvements.<br>• Developing a series of corridor route strategies to ensure a co-ordinated and forward thinking approach to network improvements.<br>• To address real and perceived concerns regarding personal safety when using transport infrastructure.<br>• Partnership working with interested parties including voluntary groups and local businesses.<br>•<br>**Policy TP6 – Community Transport**<br><br>**The Council will continue to support the provision of Community Transport services for people with mobility problems through:**<br><br>• Financial support where feasible.<br>• Ongoing publicity and promotion including the provision of easy access information about services.<br>• Ensuring major new development provides convenient stopping places.<br>•<br><br>**Policy TP9 Public Rights of Way**<br><br>**The Council will endeavour to manage the Public Rights of Way network as key infrastructure in support of recreation, travel, health and biodiversity. Alongside the policies set out within the Rights of Way Improvement Plan, this will be achieved through:**<br><br>• Protecting and maintaining the Public Rights of Way network in accordance with legislative duties and powers.<br>• Promoting use of the public rights of way network to encourage walking, cycling and horse riding for enjoyment, health benefits and as alternative modes of travel to the car.<br>• Seeking opportunities to benefit biodiversity, e.g. through the creation of green corridors.<br>• Seeking opportunities to enhance the network by creating, reclassifying and / or improving paths to provide new linkages and circular routes and to increase accessibility for disadvantaged users.<br>• Encouraging joint working with landowners, user groups, volunteers, neighbouring Highway and Access Authorities, the Police and other agencies to improve accessibility and use. |

| | |
|---|---|
| | • Supporting the work of the Local Access Forum with regards to the improvement of public access to land for the purposes of open-air recreation and enjoyment.<br>• Supporting the Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the Thames Basin Heaths Special Protection Area (SPA). |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | Policy TP1 states that the Council is committed to improving accessibility, which could lead to increased access to health services and facilities for a greater number of people in the Borough. This could lead to benefits against this Objective in the long term. Indirect and cumulative long term benefits for health and wellbeing could occur through an improvement in accessibility to other services and facilities, particularly education and employment. Improved access to education could have a synergistic benefit for health through an increased potential for employment opportunities which could benefit wellbeing in the long term.<br>The measures proposed under Policy TP1 to improve the levels of accessibility in the Borough include improving the walking and cycling infrastructure as well as address the real and perceived concerns regarding personal safety when using the transport infrastructure. This could lead to benefits for physical health, through an increase in physical activity, as well as mental health and wellbeing, through a reduction in the fear of crime and crime levels. Other benefits from this policy could include an increased sense of community wellbeing through increased interaction through the use of public transport. Similar benefits are likely to be experienced through the implementation of Policy TP9, which specifically seeks that the PROW network | ++ | Medium | It is suggested that the 5th bullet of Policy TP1 is modified to specify the ways by which the walking and cycling infrastructure could be improved. This might read “improve the condition and extent of walking and cycling infrastructure.”<br><br>In addition to ‘interested parties’ Policy TP1 could seek to ensure that partnership working includes consultation with hard-to-reach groups to ensure that that the views of representatives from all social groups are included. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |

[4] This includes the effects’ magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects
[5] This has been recorded as the predicted effect at the end of the plan period.
[6] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[7] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| | | leads to benefits for health.<br>Partnership working with 'interested parties' under Policy TP1 and joint working through Policy TP9, could lead to an enhanced sense of wellbeing through enabling the local community to improve and gain ownership of implementation measures in the Borough.<br>Policy TP6 could help to maintain the wellbeing of people with mobility problems, which could have benefits against this Objective. | | | | |
| 2 | To reduce poverty and social exclusion | Policy TP1 requires the provision of accessible public transport, which could help to improve inclusive access to all modes.<br>Partnership working with 'interested parties' including voluntary groups and local businesses could enhance social inclusion through enabling the local community to improve and gain ownership of implementation measures in the Borough.<br>Improved access to education could have a synergistic benefit for poverty and social exclusion through an increased potential for employment opportunities which could benefit wellbeing in the long term.<br>Other benefits from Policy TP1 could include an increased sense of community wellbeing through increased interaction through the use of public transport.<br>Policy TP6 could help to maintain the wellbeing of people with mobility problems, which could have benefits against this Objective.<br>Similar benefits to policy TP1 may be experienced through the implementation of Policy TP9. Further, the policy specifically seeks to enhance accessibility for disadvantaged users.<br>Policy TP9 also seeks to improved access to land for recreation and enjoyment. This could lead to the more equitable provision of access to greenspace in the Borough. | ++ | Medium | It is recommended that the focus of Policy TP1 is added to, to include a specific explanation of accessible public transport. This includes infrastructure which allows level boarding and alighting and the gradual replacement of stepped access at bus, coach and rail stations. It is suggested that this bullet (3) is added to, to read "…provision of an affordable, reliable safe and accessible public transport network."<br><br>In addition to 'interested parties' Policy TP1 could seek to ensure that partnership working includes consultation with hard-to-reach groups to ensure that that the views of representatives from all social groups are included.<br><br>Terminology in the LTP should be clarified. It is suggested that either clarification is made between terms such as 'disadvantaged' 'mobility problems' and 'disabled'; or a unifying term is used. Further it should be ensured that access | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**. |

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| | | | | | provision is inclusive, as opposed to provision for disabled people being separate from other provision. | |
| 3 | To reduce and prevent crime and the fear of crime | The measures proposed under Policy TP1 to improve the levels of accessibility in the Borough include improving the walking and cycling infrastructure as well as address the real and perceived concerns regarding personal safety when using the transport infrastructure. This could lead to benefits against this Objective. Cumulative benefits from against this Objective could include an increased sense of community wellbeing through increased interaction through the use of public transport as required under Policy TP1. Policy TP9 repeats the requirement for addressing the safety concerns through using transport infrastructure. | ++ | Medium | Policy TP1: It should be made clear in the policy wording or supporting text, that the 'transport infrastructure' includes walking and cycling infrastructure.<br><br>It is suggested that the repetition of the need to address crime and the fear of crime in both policies TP1 and TP9 is unnecessary and could be removed from Policy TP9. | Overall the effects are predicted to be **moderate beneficial**, based on improved community wellbeing in the medium to long term. |
| 4 | To provide accessible essential services and facilities | Policy TP9 also seeks to improved access to land for recreation and enjoyment. This could lead to the more equitable provision of access to greenspace in the Borough.<br>Policy TP1 could lead to benefits against this Objective through improving the walking and cycling infrastructure. Indirect benefits may arise through improving accessibility to certain areas and thereby improving the viability of the provision of essential services and facilities through means other than the LTP3. Policy TP1 could lead to increased levels of independence and choice for vulnerable adults, those with young children and older people, through the provision of an accessible public transport network.<br>Policy TP6 could help to maintain the provision of the service of community transport, which could have benefits against this Objective. | ++ | Medium | It is suggested that the 5th bullet of Policy TP1 is modified to specify the ways by which the walking and cycling infrastructure could be improved. This might read "improve the condition and extent of walking and cycling infrastructure."<br>Policy TP1 could seek to ensure that pedestrians and cyclists are priority users of any new transport infrastructure and built development. | Overall the effects are predicted to be **moderate beneficial,** based on an improvement in accessibility to land for recreation, and a potential for long term viability and accessibility of other services. |
| 5 | To maintain air quality and improve where possible | Insofar as the policies might encourage a modal shift to more sustainable modes of transport, the policies in the component could encourage the maintenance of local air quality. However, improvements in public transport and walking and cycling are largely focused on maintaining accessibility rather than reducing emissions from transport. To this end, the policies also seek to | +/- | Low | It is suggested that Policy TP1 includes a requirement to ensure accessible public transport and walking and cycling routes between residential areas, employment, and essential | Overall the effects are predicted to be **neutral**, based on a balance of public transport and walking and cycling |

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| | | increase the network capacity. This could counterbalance the potential benefits from improvements in public transport, walking and cycling for air quality. | | | services and facilities to reduce the need to travel by private car. | provision with provision for the private car. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | Policy TP1 could reduce overall levels of $CO_2$ emissions, if improvements in the accessibility of public transport and walking and cycling routes leads to a modal shift to more sustainable modes of transport in the Borough. However, improvements in public transport and walking and cycling are largely focused on maintaining accessibility rather than reducing emissions from transport. To this end, the policies also seek to increase the network capacity. This could counterbalance the potential benefits from improvements in public transport, walking and cycling for air quality.<br>An increase in road capacity could also lead to negative effects in terms of an increase in hard surfacing through the increase in road capacity through TP1.<br>Overall negative effects are therefore predicted as a result of this policy. | -- | Low | It is suggested that the intention of the policy is made clearer, seeking to prioritise a modal shift to more sustainable modes of transport. Road improvements should seek to improve the efficiency in the use of the current network as opposed to increasing capacity.<br><br>It is suggested that Policy TP1 is modified to encourage an enhancement of current high accessibility levels, seeking to enact a modal shift to more sustainable modes for all sectors of the community.<br><br>It is suggested that Policy TP1 includes a requirement to ensure accessible public transport and walking and cycling routes between residential areas, employment, and essential services and facilities to reduce the need to travel by private car.<br><br>The provision of walking and cycling routes could include measures to reduce potential flood risk through the design and creation of the routes as part of a wider green infrastructure incorporating SUDS in accordance with the SEGI Framework. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| 7 | To conserve and enhance the Borough's biodiversity | Policy TP1 could lead to an increase in provision of public transport, which could reduce reliance on the private car which could lead to some benefits for biodiversity through reduced disturbance. However, the policy is likely to lead to the increase in construction of network improvements, which could have negative effects on biodiversity, particularly through the construction of infrastructure on greenfield land.<br>Policy TP9 seeks to encourage an increase in the use of PROW, to encourage walking, cycling and horse riding. This may include the creation of new linkages and routes which could lead to intrusion into habitats that have previously been undisturbed, leading to negative effects against this Objective, particularly in the short term.<br>However, the increased provision of walking and cycling routes could reduce the need to travel by car. Policy TP9 specifically seeks that PROWs contribute to this effect.<br><br>The provision of walking and cycling routes through Policy TP9 could enhance biodiversity through the design and creation of Green Corridors.<br><br>It is regarded that a long term minor benefit could be likely through the potential for a reduction in the use of the private car and subsequent need for construction in the long term. However, Policy TP1 seems to contradict this potential, seeking to take a forward thinking approach to the construction of network improvements. This could lead to long term negative effects through reducing the potential for a modal shift. | **+/-** | Medium | It is suggested that the intention of the policy is made clearer, seeking to prioritise a modal shift to more sustainable modes of transport. Road improvements should seek to improve the efficiency in the use of the current network as opposed to increasing capacity.<br><br>It is suggested that the 'forward thinking' for network improvements under Policy TP1 takes into consideration a long term reduction in the use of the private car through a modal shift. This could lead to a reduction in the demand for capacity improvements. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | Policy TP1 could lead to an increase in provision of public transport, which could reduce reliance on the private car which could lead to some benefits for countryside and heritage assets through a reduction in noise and air pollution from road transport. However, the policy is likely to lead to the increase in construction of network improvements, which could have negative effects against this Objective, particularly through the construction of infrastructure on greenfield land.<br>It is regarded that a long term minor benefit could be likely through the potential for a reduction in the use of the private car and subsequent need for construction in the long term. However, Policy TP1 seems to contradict this potential, seeking to take a forward thinking approach to the construction of network improvements. This could lead to long term negative effects through reducing the potential for a modal shift. | **+/-** | Low | It is suggested that the intention of the policy is made clearer, seeking to prioritise a modal shift to more sustainable modes of transport. Road improvements should seek to improve the efficiency in the use of the current network as opposed to increasing capacity.<br><br>It is suggested that the 'forward thinking' for network improvements under Policy TP1 takes into consideration a long term reduction in the use of the private car through a modal shift. This could lead to a reduction in the demand for capacity improvements. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | Policy TP1 includes a requirement to better integrate transport and land use planning to reduce the need to travel. However, this does not specify which transport modes it is referring to, which removes certainty in the prediction of effects.<br><br>The policy also includes a requirement to improve sustainable transport provision from new development. This could lead to beneficial effects against this Objective, although where transport provision is to connect to is not specified.<br><br>Policy TP1 also seeks to improve road capacity. This could have a counteractive effect on opposing aims that seek to reduce the need to travel. | **+/-** | Medium | It is suggested that bullet 6 of Policy TP1, bullets 4 and 6, are modified and merged to read: "better integration of public transport and walking and cycling routes between residential areas, employment, and essential services and facilities to reduce the need to travel by private car." Reducing the need to travel overall will be dependent on the land use planning system and its ability to co-locate land uses.<br><br>It is suggested that the intention of the policy is made clearer, seeking to prioritise a modal shift to more sustainable modes of transport. Road improvements should seek to improve the | Taking the recommendations into consideration, the component is considered to have the potential to deliver **moderate beneficial effects**, which may be realised from the medium term onwards. |

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| | | | | | efficiency in the use of the current network as opposed to increasing capacity.<br><br>It is unclear why there are brackets in bullet 8 of the policy. This should be clarified. | |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | Policy TP1 includes a commitment to develop a series of network improvements, taking a coordinated approach. This could help to reduce the need for unnecessary development, which could help to ensure the prudent use of natural resources in the longer term. However, an increase in the level of infrastructure overall could lead to overall negative effects against this Objective. | - | Low | It is suggested that the intention of the policy is made clearer, seeking to prioritise a modal shift to more sustainable modes of transport. Road improvements should seek to improve the efficiency in the use of the current network as opposed to increasing capacity.<br><br>It is suggested that the 'forward thinking' for network improvements under Policy TP1 takes into consideration a long term reduction in the use of the private car through a modal shift. This could lead to a reduction in the demand for capacity improvements. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **minor beneficial** effect against the objective. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | Policy TP1 could lead to an increase in provision of public transport, which could reduce reliance on the private car which could lead to some benefits pollution from road transport. However, the policy is likely to lead to the increase in construction of network improvements, which could have negative effects against this Objective, particularly through the construction of infrastructure on greenfield land.<br>It is regarded that a long term minor benefit could be likely through the potential for a reduction in the use of the private car and subsequent need for construction in the long term. However, Policy TP1 seems to contradict this potential, seeking to take a forward thinking approach to the construction of network improvements. This could lead to long term negative | +/- | Low | It is suggested that the intention of the policy is made clearer, seeking to prioritise a modal shift to more sustainable modes of transport. Road improvements should seek to improve the efficiency in the use of the current network as opposed to increasing capacity.<br><br>It is suggested that the 'forward thinking' for network improvements under Policy TP1 | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |

| SEA Objectives | | Description of effect on resources and receptors[4] | Scale / significance of effect[5] | Level of certainty[6] | Description of mitigation / enhancement and its implementation | Summary for AST[7] |
|---|---|---|---|---|---|---|
| | | effects through reducing the potential for a modal shift. | | | takes into consideration a long term reduction in the use of the private car through a modal shift. This could lead to a reduction in the demand for capacity improvements.<br><br>The provision of walking and cycling routes could include measures to enhance water quality through the design and creation of the routes as part of a wider green infrastructure incorporating SUDS in accordance with the SEGI Framework. | |
| 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | No obvious effects. | **0** | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |

**General Recommendations**

It is suggested that Policy TP1 includes some repetition and could be rationalised, with the key messages being:

- Providing accessible public transport (including a definition of what this means);
- Ensuring an improvement to the safety, reliability and affordability of the public transport network;
- Ensuring accessible public transport and walking and cycling routes between residential areas, employment, and essential services and facilities to reduce the need to travel by private car.
- Ensuring Bracknell Town Centre is a focus for journeys within the Borough.
- Taking a proactive approach to network improvements, taking into consideration the need to reduce car-based travel and the use of natural resources.
- Ensuring partnership working with the community, including voluntary and hard-to-reach groups and local businesses.

See recommendations under Component 3- it is suggested that policy TP1 is separated into two policies: the first would cover reducing the need to travel and overarching measures for public transport such as integrated ticketing. The other would include measures to encourage social inclusion and accessibility.

| Component | 2. Environmental Enhancement |
|---|---|
| Description | **Policy TP2 - Streetscene**<br><br>**The Council will seek to enhance streetscenes across the Borough by:**<br><br>• Retain existing trees and vegetation where appropriate, that provide a valuable contribution to the landscape and ecology of the area.<br>• Incorporating adequate space for soft landscaping and street trees within the design of new streets and development, as appropriate.<br>• Seeking opportunities to enhance the natural environment through street design, e.g. the creation of green corridors and landscaping schemes that promote biodiversity.<br>• Ensuring the design of streets relate to their surroundings and are sympathetic to the heritage and character of the area.<br>• Seeking opportunities to design streets within urban areas with priority for non car use.<br>• Ensuring public safety is considered in street design.<br>• Reducing unnecessary street clutter.<br>• Ensuring viable bus routes and bus stops are considered as an integral part of development from the start to maximise appropriate levels of provision.<br>• Ensuring the design of new streets accord with the latest national and local guidance.<br><br>**Policy TP20 – Air Quality Management**<br><br>**Where Air Quality Management Areas are declared, the Council will ensure that appropriate measures are identified in an AQMA Action Plan for that area.** |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | Description of effect on resources and receptors[8] | Scale / significance of effect[9] | Level of certainty[10] | Description of mitigation / enhancement and its implementation | Summary for AST[11] |
|---|---|---|---|---|---|

[8] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects
[9] This has been recorded as the predicted effect at the end of the plan period.
[10] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[11] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[8] | Scale / significance of effect[9] | Level of certainty[10] | Description of mitigation / enhancement and its implementation | Summary for AST[11] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | Policy TP2 could have beneficial effects against this Objective through the provision of an enhanced urban environment. This could lead to benefits for mental wellbeing through more attractive surroundings. Cumulative effects may arise through an increase in the use of public spaces as a consequence, which could enhance community interaction and cohesion in the medium to long term. An increase in natural surveillance and reduction in the fear of crime could also result. Public safety considerations, including the priority for non car uses in urban areas could lead to direct benefits for the health of the population. The policy seeking to maintain air quality could help to protect human health, along with the protection and incorporation of trees and vegetation into the streetscene which could improve local air quality to a small degree. | ++ | Medium | Policy TP2 could include a requirement that the streetscene is designed for inclusive access. This might include components such as visual contrast and good quality lighting. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |
| 2 | To reduce poverty and social exclusion | Policy TP2 could have beneficial effects against this Objective through the provision of an enhanced urban environment. Cumulative effects may arise through an increase in the use of public spaces as a consequence of their improved attractiveness, which could enhance community interaction and cohesion in the medium to long term. | ++ | Medium | Policy TP2 could include a requirement that the streetscene is designed for inclusive access. This might include components such as visual contrast and good quality lighting. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |
| 3 | To reduce and prevent crime and the fear of crime | Policy TP2 could have beneficial effects against this Objective through the provision of an enhanced urban environment. This could lead to benefits through an increase in the use of public spaces, which could enhance community interaction, cohesion and natural surveillance in the medium to long term. An increase in natural surveillance could reduce the fear of crime in the medium to longer term. Public safety considerations, including the priority for non car uses in urban areas could lead to direct benefits against this Objective. | ++ | Medium | Public safety considerations should include designing out crime, such as measures specifically designed to enhance natural surveillance. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |

| SEA Objectives | | Description of effect on resources and receptors[8] | Scale / significance of effect[9] | Level of certainty[10] | Description of mitigation / enhancement and its implementation | Summary for AST[11] |
|---|---|---|---|---|---|---|
| 4 | To provide accessible essential services and facilities | Insofar as the policy seeks to ensure that bus routes and stops are incorporated into designs at the early stages, positive benefits could result through the enabling of access to public transport services. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **minor beneficial effect** against the objective. |
| 5 | To maintain air quality and improve where possible | Policy TP19 seeks to maintain local air quality, which should lead to neutral effects against this Objective. The protection and incorporation of trees and vegetation into the streetscene through Policy TP2 could improve local air quality to a small degree. | + | Low | It is suggested that the phrasing of policy TP19 is unclear. A clearer policy may begin: "Where air quality within Air Quality Management Areas has declined…" | Overall, the component is considered to have the potential to deliver a **minor beneficial effect** against the objective. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | The protection and incorporation of trees and vegetation into the streetscene through Policy TP2 could create benefits against this Objective to a small degree. | + | Low | Policy TP2 could seek to contribute to a wider green infrastructure scheme including the incorporation of SUDS into the streetscene. Targeted benefits could also include increasing carbon sink capacity and reducing the urban heat island effect. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **moderate beneficial effects**, which may be realised from the medium term onwards. |
| 7 | To conserve and enhance the Borough's biodiversity | The protection and incorporation of trees and vegetation into the streetscene through Policy TP2 could create benefits against this Objective to a small degree.<br>The revised Policy TP2 now seesk to contribute to a wider green infrastructure scheme including the incorporation of measures that will enable an increase in the connectivity and overall provision of wildlife habitats in the Borough. This was a recommendation at the Draft SEA stage. | ++ | Low | | Taking the recommendations into consideration, the component is considered to have the potential to deliver major **beneficial effects**, which may be realised from the medium term |

| SEA Objectives | | Description of effect on resources and receptors[8] | Scale / significance of effect[9] | Level of certainty[10] | Description of mitigation / enhancement and its implementation | Summary for AST[11] |
|---|---|---|---|---|---|---|
| | | | | | | onwards. |
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | Policy TP2 specifically weeks to ensure that the design of streets relate to their surroundings and architectural character. Further, the use of appropriate soft landscaping and street trees is included within the policy. This should lead to significant benefits against this Objective from the outset. | ++ | Medium | Policy TP2 could seek to contribute to a wider green infrastructure scheme that could help to link the urban areas with the wider countryside. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | Insofar as the policy seeks to ensure that bus routes and stops are incorporated into designs at the early stages, positive benefits could result through the enabling of access to public transport services. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **minor beneficial effect** against the objective. |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | The protection of existing street trees and vegetation that provide valuable screening and landscape features could help to provide soils resources to a small degree. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **minor beneficial effect** against the objective. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | The protection and incorporation of trees and vegetation into the streetscene through Policy TP2 could create benefits against this Objective to a small degree. | + | Low | Policy TP2 could seek to contribute to a wider green infrastructure scheme including the incorporation of SUDS into the streetscene. | Overall, the component is considered to have the potential to deliver a **minor beneficial effect** against the objective. |
| 12 | To increase energy | No obvious effects. | **0** | Medium | No mitigation has been | Overall this |

| SEA Objectives | | Description of effect on resources and receptors[8] | Scale / significance of effect[9] | Level of certainty[10] | Description of mitigation / enhancement and its implementation | Summary for AST[11] |
|---|---|---|---|---|---|---|
| | efficiency, and the proportion of energy generated from renewable sources in the Borough | | | | considered as part of this assessment. | component is considered to have a **neutral effect** on this objective. |

| Component | 3. Public Transport Measures |
|---|---|
| Description | **Policy TP3 – Buses**<br><br>**The Council aims to increase the use and availability of buses, and to continue improving passenger satisfaction and bus punctuality through:**<br><br>• Encouraging and securing high quality readily accessible bus services which focus on local communities and Bracknell Town Centre.<br>• Continuing to ensure good access to key community facilities, e.g. community hubs and health centres.<br>• Where feasible procuring services that are not provided by the free market.<br>• Partnership working with bus operators and other interested parties.<br>• Improving infrastructure and priority measures where real benefits can be achieved.<br>• Maintaining access to the highway network for buses throughout the year.<br>• Active dialogue with developers to ensure bus services are effectively provided in new development.<br>• Promoting bus travel and making up-to-date information including Real Time Information available.<br>• Promoting easy and efficient ticketing for bus use.<br>• Seeking to improve connections between bus and train services.<br>• Encouraging bus operators to use alternative fuels / greener buses.<br>• Facilitating and providing Travel Concessions where appropriate.<br><br>**Policy TP4 – Rail**<br><br>**The Council will continue to work with Network rail and Train Operating Companies to seek further improvements in rail service delivery, capacity, patronage and further accessibility improvements to Bracknell Forest Borough rail stations through:**<br><br>• Continued support for Airtrack (rail access to Heathrow).<br>• Supporting and promoting strategic projects, including the provision of new railway stations and facilities where appropriate, through partnership working with Network Rail, Train Operating Companies and other interested parties. |

| | |
|---|---|
| | • Using Intelligent Transport System technology to provide travellers with real time travel information, improved journey times, greater convenience and wider modal choice at stations.<br>• Investigating smart/integrated ticketing for public transport (e.g. multiple operator: bus, taxi and rail).<br>• Seeking to improve connections between bus and train services.<br><br>**Policy TP5 - Taxi and Private Hire Vehicles**<br><br>**The Council will continue to encourage the provision of high quality taxi and private hire vehicle services within the Borough through:**<br><br>• Securing and maintaining high quality bus and taxi shelters through a new shelter contract.<br>• Continuing to provide a licensing service to ensure that taxi provision is properly regulated.<br>• Continuing to ensure that Taxis are accessible; for example, to accommodate wheelchair users and ensure drivers meet with duties under equality legislation.<br>• Promoting multiple occupancy vehicle trips such as taxi share.<br>• Partnership working with the taxi operators and other interested partners.<br>• Investigating the use of bus lanes and priority measures for taxis and private hire vehicles.<br>• Investigating smart / integrated ticketing for public transport e.g. multiple operator: bus, taxi and rail.<br>• Continuing / increasing cross boundary cooperation.<br>• Encouraging fleet operators, bus operators, taxi owners and other motorists to use alternative fuels / low emission vehicles.<br>Ensuring adequate and relevant provision for Taxis within any redevelopment of the town centre. |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | Description of effect on resources and receptors[12] | Scale / significance of effect[13] | Level of certainty[14] | Description of mitigation / enhancement and its implementation | Summary for AST[15] |
|---|---|---|---|---|---|

[12] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects
[13] This has been recorded as the predicted effect at the end of the plan period.
[14] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[15] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[12] | Scale / significance of effect[13] | Level of certainty[14] | Description of mitigation / enhancement and its implementation | Summary for AST[15] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | The policies within the component seek to encourage an increase in the use of public transport. This could lead to benefits for human health in the long term through the potential for a reduction in the use of the private car with long term benefits for air quality. Additional benefits could include the potential for an increase in community wellbeing and cohesion through interaction. | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall the effects are predicted to be **moderate beneficial**, based on improved community health and wellbeing in the medium to long term. |
| 2 | To reduce poverty and social exclusion | All three policies within the component seek to ensure that the provision of public transport infrastructure is accessible. This should seek to ensure that the proportion of disabled and reduced mobility passengers able to use public transport services is increased. Further, the use of concessionary fares through Policy TP3 could help to improve the potential for a greater number of people to travel by public transport more frequently. | ++ | Medium | It is suggested that the inclusion of accessible services within Policy TP3, TP4 and TP5, is repetitious of the requirement for accessible public transport in Policy TP1 (component 1). It is suggested that the requirements to cover policies TP3, TP4 and TP5 should be included in an overarching policy only. Further detail as to the potential measures could be included in the supporting text for Policy TP1.<br>Concessionary fares should be applicable to all public transport modes. This could be considered as part of an overarching policy. | Overall, the effects are predicted to be **moderate beneficial**, with the recommendations helping to improve clarification for improvements in implementation. |
| 3 | To reduce and prevent crime and the fear of crime | An overall improvement and subsequent medium to long term increase in the use of public transport services could cumulatively reduce crime and the fear of crime through an increase in natural surveillance; an increase in the potential for improved accessibility to employment and services and facilities; and an increase in community cohesion through interaction. | + | Low | No mitigation has been considered as part of this assessment. | Overall the effects are predicted to be **minor beneficial**, based on improved community wellbeing in the medium to long term. |
| 4 | To provide accessible essential services | Indirect benefits may arise through improving accessibility to certain areas and thereby improving the viability of the | ++ | Medium | No mitigation has been considered as part of this | Overall the effects are predicted to be |

| SEA Objectives | | Description of effect on resources and receptors[12] | Scale / significance of effect[13] | Level of certainty[14] | Description of mitigation / enhancement and its implementation | Summary for AST[15] |
|---|---|---|---|---|---|---|
| | and facilities | provision of essential services and facilities through means other than the LTP3. The Policies could lead to increased levels of independence and choice for vulnerable adults, those with young children and older people, through the provision of an accessible public transport network. | | | assessment. | **moderate beneficial,** based on an improvement in accessibility to land for recreation, and a potential for long term viability and accessibility of other services. |
| 5 | To maintain air quality and improve where possible | Insofar as the policies might encourage a modal shift to more sustainable modes of transport, the policies in the component could encourage the maintenance of local air quality. Further, improving the efficiency of public transport provision, including through the use of greener fuels and vehicles, could help to improve air quality in the long term. | **++** | Medium | No mitigation has been considered as part of this assessment. | Overall the effects are predicted to be **moderate beneficial**, based on a gradual improvement in air quality in the medium to long term. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | Insofar as the policies might encourage a modal shift to more sustainable modes of transport, the policies in the component could encourage a reduction in the emissions of greenhouse gases. Further, improving the efficiency of public transport provision, including through the use of greener fuels and vehicles, could lead to cumulative beneficial effects in the medium to longer term. | **++** | Medium | No mitigation has been considered as part of this assessment. | Overall the effects are predicted to be **moderate beneficial**, based on a gradual reduction in greenhouse gas emissions in the medium to long term. |
| 7 | To conserve and enhance the Borough's biodiversity | Insofar as the policies may encourage an increase in the use of and efficiency of public transport, the Borough's biodiversity may benefit from a long term reduction in noise, light and air pollution. | **+** | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **minor beneficial** effect against the objective. |

| SEA Objectives | | Description of effect on resources and receptors[12] | Scale / significance of effect[13] | Level of certainty[14] | Description of mitigation / enhancement and its implementation | Summary for AST[15] |
|---|---|---|---|---|---|---|
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | The Policies could lead to an increase in provision of public transport, which could reduce reliance on the private car which could lead to some benefits for countryside and heritage assets through a reduction in noise and air pollution from road transport. A long term minor benefit could be likely through the potential for a reduction in the use of the private car and subsequent need for construction in the long term. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **minor beneficial** effect against the objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | The policies in the component include specific measures seeking to improve the efficiency of public transport, including improving passenger satisfaction and bus punctuality; integrating services into new development; providing improved information and ticketing; improving journey times for rail; and improving connections between services. These measures could cumulatively lead to a reduction in journey length and time, improving the attractiveness of public transport facilities, which could reduce the need to travel by car in the long term. | ++ | Low | It is suggested that bullet 7 of Policy TP5 is included within an overarching Policy, as it covers all public transport modes not just taxis and private hire vehicles. As included within recommendations under Component 1, it is suggested that an overarching Policy is created to include all of the measures that are common to all public transport modes. This could improve the integration of modes to ensure the maximum benefits are achieved. This could include:<br>• The need to reduce the need to travel by car and encourage a modal shift to more sustainable modes of transport;<br>• Integrated ticketing;<br>• Improvements in connections between modes, including bus and rail;<br>• Ensuring Bracknell Town Centre is a focus for journeys within the Borough;<br>• Taking a proactive approach to | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |

| SEA Objectives | | Description of effect on resources and receptors[12] | Scale / significance of effect[13] | Level of certainty[14] | Description of mitigation / enhancement and its implementation | Summary for AST[15] |
|---|---|---|---|---|---|---|
| | | | | | network improvements, taking into consideration the need to reduce car-based travel and the use of natural resources;<br>• The encouraging of cross-boundary cooperation and coordination;<br>• Encouraging fleet operators, bus operators, taxi owners and other motorists to use alternative fuels, low emission vehicles and encourage more efficient ways of driving.<br><br>This could form Policy TP1, with the measures specifically designed to improve accessibility and inclusive design being included within a separate policy (including safety). | |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | Improving the efficiency of public transport services such as through measures including smart and integrated ticketing, could reduce the need for increased infrastructure development for both public transport and highways infrastructure for private cars. Added to this, the encouragement of the use of alternative fuels could reduce the reliance on natural resources. Therefore it is considered that the long term benefits of the policies in the component could be significant. | ++ | Low | See recommendation under Objective 9. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable | Insofar as the policies may encourage an increase in the use of and efficiency of public transport, the Borough's biodiversity may benefit from a long term reduction in water pollution. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **minor** |

| SEA Objectives | | Description of effect on resources and receptors[12] | Scale / significance of effect[13] | Level of certainty[14] | Description of mitigation / enhancement and its implementation | Summary for AST[15] |
|---|---|---|---|---|---|---|
| | water resource management | | | | | **beneficial** effect against the objective. |
| 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | Policies TP3 and TP5 seek that vehicles use alternative fuels and low emission vehicles are encouraged. Further, other measures such as integrating services and improving journey times are included. This could improve the energy efficiency of public transport services in the Borough particularly in the medium to long term as proposals are realised. | ++ | Medium | See recommendations under Objective 9- an overarching policy should encourage fleet operators, bus operators, taxi owners and other motorists to use alternative fuels, low emission vehicles and encourage more efficient ways of driving.<br><br>It is suggested that references to buses within Policy TP5 are removed. | Taking the recommendations into consideration, the component is considered to have the potential to deliver **major beneficial effects**, which may be realised from the medium term onwards. |
| **General Recommendations**<br><br>It is suggested that the inclusion of bus shelters should be removed from Policy TP5 and included within the bus Policy (TP3). Alternatively, this provision could be included in Policy TP2 as bus shelters should be considered as part of the streetscape. | | | | | | |

| Component | 4. Smarter Choices |
|---|---|
| Description | **Policy TP7 – Smarter Choices**<br><br>**The Council will:**<br><br>• Encourage the implementation, monitoring and renewal of Travel Plans.<br>• Promote public transport options.<br>• Improve and promote walking and cycling options, especially for short local trips.<br>• Encourage more sustainable use of vehicles.<br>• Provide high quality information on the travel choices available.<br><br>**Policy TP8 Walking and Cycling**<br><br>**The Council will promote walking and cycling in the Borough through:**<br><br>• Marketing cycling and walking as a healthy, sustainable and attractive travel choice.<br>• Improving, where feasible, walking and cycling infrastructure.<br>• Ensuring the needs of pedestrians and cyclists are fully considered within new developments.<br>• Improving green infrastructure to make walking and cycling more attractive.<br>• Improving safety for pedestrians and cyclists.<br><br>**Policy TP10 - Travel Planning**<br><br>**The Council will seek the continued production and implementation of travel plans in the Borough through:**<br><br>• Continuing to develop School Travel Plans in co-operation with the Borough's schools.<br>• Requiring and monitoring the implementation of Travel Plans from new development.<br>• The implementation of Workplace Travel Plans from existing employers in the Borough.<br>Securing Travel Plans for other key facilities such as healthcare, retail and higher education.<br><br>**Policy TP11 – Smarter Vehicle Use**<br><br>**The Council will encourage the efficient use of vehicles through:**<br><br>• Managing the highway network and providing up-to-date journey information.<br>• Promoting and incentivising multiple-occupancy journeys.<br>• Promoting and facilitating car clubs.<br>• Promoting and facilitating, where appropriate, greener fuels vehicles and technology.<br>• Promoting fuel efficient driving techniques. |

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|---|---|
| | • Promoting the use of alternative travel choices for short local trips. |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | | Description of effect on resources and receptors[16] | Scale / significance of effect[17] | Level of certainty[18] | Description of mitigation / enhancement and its implementation | Summary for AST[19] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | **Policies within this component seek to encourage walking cycling which have obvious health and wellbeing benefits. The Smart Vehicles Use principles seek to achieve fewer cars on the road and therefore less air pollution. Policy TP10 seek to continue the implementation of travel plans within the Borough including key facilities such as healthcare.** | **++** | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 2 | To reduce poverty and social exclusion | **The four policies within this component seek to make public transport accessible to all. Public transport provisions should be able to accommodate disabled and reduced mobility passengers. This would then provide accessible transport for groups that may be considered otherwise excluded.** | ++ | Medium | Disabled and reduced mobility passengers need to be mentioned when considering Smarter choices TP7 | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 3 | To reduce and prevent crime and the fear of crime | **With policies in this component seeking to encourage public transport could decrease crime and the perception of crime through the potential increase in natural surveillance. Policy TP11 seeks to encourage home to work travel schemes including car clubs. This can help to provide cohesive communities and therefore could reduce the levels** | + | Low | Consideration should be given to pedestrian and cyclist routes. Lighting and layout can have an influence on crime and the perception of crime. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect |

[16] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects
[17] This has been recorded as the predicted effect at the end of the plan period.
[18] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[19] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[16] | Scale / significance of effect[17] | Level of certainty[18] | Description of mitigation / enhancement and its implementation | Summary for AST[19] |
|---|---|---|---|---|---|---|
| | | **of crime.** | | | | against the objective. |
| 4 | To provide accessible essential services and facilities | **All four of the policies seek to provide accessible essential services. They encourage walking, cycling, public transport, car sharing schemes and travel plans. All of these can make essential services accessible to all** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 5 | To maintain air quality and improve where possible | **All four of these policies provide smarter choices that all are considered to aid in the reduction of air pollution.**<br>**TP8- Walking and Cycling is the more obvious way of reducing air pollution.**<br>**TP8 has been amended to state 'Improving green infrastructure to make walking and cycling more attractive'.**<br><br>**However** the continued production and implementation of travel plans will provide a more efficient approach in dealing with for example home to work travel. | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | Insofar as the policies might encourage a modal shift to more sustainable modes of transport, the policies in the component could encourage a reduction in the emissions of greenhouse gases. Further, improving the efficiency of public transport provision, including through the use of greener fuels and vehicles, could lead to cumulative beneficial effects in the medium to longer term. | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 7 | To conserve and enhance the Borough's biodiversity | Insofar as the policies may encourage an increase in the use of and efficiency of public transport, the Borough's biodiversity may benefit from a long term reduction in noise, light and air pollution. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect against the |

| SEA Objectives | | Description of effect on resources and receptors[16] | Scale / significance of effect[17] | Level of certainty[18] | Description of mitigation / enhancement and its implementation | Summary for AST[19] |
|---|---|---|---|---|---|---|
| | | | | | | objective. |
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | The Policies could lead to an increase in provision of public transport, which could reduce reliance on the private car which could lead to some benefits for countryside and heritage assets through a reduction in noise and air pollution from road transport. A long term minor benefit could be likely through the potential for a reduction in the use of the private car and subsequent need for construction in the long term. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect against the objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | **All four policies will have a beneficial effect upon this Objective as they could provide smart economic growth by improving travel choice and reducing the need to travel. Implementing travel plans may in the long-term provide shorter length and/or duration of journeys.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | With these policies seeking to encourage public transport and the implementation of travel plans. Added to this the promotion and facilitating, where appropriate, of greener fuels vehicles and technology. Therefore it is considered that the long-term benefits of the policies in this component could be significant. | ++ | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | Insofar as the policies may encourage an increase in the use of and efficiency of public transport, the Borough's biodiversity may benefit from a long term reduction in water pollution. | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect against the objective. |
| 12 | To increase energy | Promoting and facilitating, where appropriate, greener | ++ | Medium | No mitigation has been | Overall, the |

| SEA Objectives | | Description of effect on resources and receptors[16] | Scale / significance of effect[17] | Level of certainty[18] | Description of mitigation / enhancement and its implementation | Summary for AST[19] |
|---|---|---|---|---|---|---|
| | efficiency, and the proportion of energy generated from renewable sources in the Borough | fuels vehicles and technology will aid in energy efficiency and will look more renewable energy fuels for vehicles. Therefore this component is considered to have a beneficial effect upon this Objective. | | | considered as part of this assessment. | component is considered to have the potential to deliver a moderate **beneficial** effect against the objective. |
| **General Recommendations**<br><br>It is suggested that | | | | | | |

| Component | 5. Traffic and Network Management |
|---|---|
| Description | **Policy TP12 – Traffic Management**<br><br>**Council will regulate traffic, where necessary, through:**<br><br>• Facilitating the movement of traffic.<br>• Improving the reliability of journey times.<br>• Reducing the use of unsuitable routes.<br>• Reducing conflicts between road users.<br>• Encouraging appropriate speeds.<br>• Mitigating the effects of the division of communities by the growth in road traffic.<br><br>**Policy TP13 - Congestion Management**<br><br>**The Council will seek to reduce the impact of congestion through:**<br><br>• Reducing the need to travel for social, domestic and business purposes through planned location of development.<br>• Increasing the choice to travel by more sustainable modes of travel.<br>• Works and measures to improve the capacity and functionality of junctions and route corridors. |

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|---|---|
| | • Partnership working with major businesses to promote sustainable travel.<br><br>**Policy TP14 - Intelligent Transport Systems**<br><br>**The Council will use Intelligent Transport System (ITS) technology to manage traffic flow through transport corridors vulnerable to excess $CO_2$ emissions through:**<br><br>• Planning the expansion of ITS in a coordinated manner.<br>• Establishing an effective Urban Traffic Management Control (UTMC) system for Bracknell Forest.<br>• Promoting partnership working and data exchange with the neighbouring Authorities.<br>• Improving monitoring and management of the road network.<br>• Using technology to give priority to particular types of vehicles or road user, where appropriate.<br>• Provide reliable travel information to road users, so that they can make informed decisions before and during their journey.<br>• Exploring new opportunities for ITS technology to improve road safety.<br><br>**Policy TP18 - Network Management**<br><br>**The Council will:**<br><br>• Co-ordinate street and road works.<br>• License activities on the highway network.<br>• Monitor the safety of street and road works.<br>• Monitor the reinstatement of street works.<br>• Co-ordinate the response to congestion issues.<br>• Co-ordinate the development of Intelligent Transport Systems.<br>• Influence the actions of all stakeholders to ensure the Network Management Duty is achieved.<br>• Pro-actively communicate highway network issues.<br>• Deliver, develop and regularly review a Network Management Plans. |
| **Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse | |

| SEA Objectives | Description of effect on resources and receptors[20] | Scale / significance of effect[21] | Level of certainty[22] | Description of mitigation / enhancement and its implementation | Summary for AST[23] |
|---|---|---|---|---|---|

[20] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects

| SEA Objectives | | Description of effect on resources and receptors[20] | Scale / significance of effect[21] | Level of certainty[22] | Description of mitigation / enhancement and its implementation | Summary for AST[23] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | **All four of the policies within this component could potentially have positive effects upon human health and wellbeing. The policies within this component would seek to reduce conflict, provide appropriate speeds, manage congestion via Urban Traffic Management Control (UTMC) therefore managing air quality and monitor the safety of street and road works.** | + | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect against the objective. |
| 2 | To reduce poverty and social exclusion | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 3 | To reduce and prevent crime and the fear of crime | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 4 | To provide accessible essential services and facilities | **Managing the traffic network so that congestion is reduced traffic travels at the appropriate speed and that there is a reduction in conflicts could shorten travel to and from essential services and facilities. Therefore these policies could have a beneficial effect upon accessibility to essential services and facilities.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 5 | To maintain air quality and improve where possible | **These policies would look to increase the flow of traffic via different ways of managing traffic flow. Providing a more efficient traffic flow on the Boroughs highway network could reduce the amount of air pollution hot spots due to traffic congestions for example. Managing our traffic lights in house via UTMC may provide the opportunity to respond to climatic conditions and therefore respond to any air** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect |

[21] This has been recorded as the predicted effect at the end of the plan period.
[22] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[23] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[20] | Scale / significance of effect[21] | Level of certainty[22] | Description of mitigation / enhancement and its implementation | Summary for AST[23] |
|---|---|---|---|---|---|---|
| | | **pollution concerns** | | | | against the objective. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | Managing the flow of traffic so that it flows more efficiently could encourage additional vehicles on the road. Increasing the number of vehicles could increase emissions of green house gases and therefore not address the causes of climate change.<br>Overall negative effects are therefore predicted as a result of this policy. | – – | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate adversely** effect against the objective. |
| 7 | To conserve and enhance the Borough's biodiversity | **These policies seek to provide a more efficient highway network by managing what is there and applying improvements to junctions if and when required. This approach would reduce the need for new roads. However new roads could not be ruled out as in itself providing an improvement to the network.**<br>**Overall these policies would have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | **These policies seek to provide a more efficient highway network by managing what is there and applying improvements to junctions if and when required. This approach would reduce the need for new roads thus minimising any adverse impact upon the Borough's characteristic countryside and historic environment. However new roads could not be ruled out as in itself providing an improvement to the network.**<br>**Overall these policies would have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of | **Encouraging the highway network to run more efficiently via various means of Traffic and Network Management will encourage the use of the car. However journey times are likely to be reduced. Overall these policies would have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the |

| SEA Objectives | | Description of effect on resources and receptors[20] | Scale / significance of effect[21] | Level of certainty[22] | Description of mitigation / enhancement and its implementation | Summary for AST[23] |
|---|---|---|---|---|---|---|
| | journeys | | | | | objective. |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | These policies seek to make the existing highway network run more efficiently minimising the need for further construction. This would have a positive effect upon the use of natural resources, conserving soil and minerals and minimise the production of waste.<br>However improvements to the existing network may require significant construction and therefore an adverse effect upon this Objective can not be ruled out. | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | **These policies seek to provide a more efficient highway network by managing what is there and applying improvements to junctions if and when required. This approach would reduce the need for new roads thus minimising any adverse impact upon the Borough's water courses. However there is no know limit to what might be considered an improvement and no mention of sustainable water resource management. Therefore these policies within this component are considered to have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | Increasing the efficiency of the highway network through the management of the traffic and network could encourage the use of vehicles in the Borough and therefore not increase energy efficiency.<br>Although this does not prevent people using hybrid and/or electric vehicles. | -- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |

| Component | 6. Road Safety and Asset Management |
|---|---|
| Description | **Policy TP17 - Road Safety**<br><br>**The Council will continue to enhance its excellent safety record on its roads through:**<br><br>• Identification of the locations in the Borough that have recurring accidents, and investigation into the causes of those particular accidents.<br>• Development of a comprehensive annual programme of effective action to reduce the number and severity of injuries from road traffic accidents in the Borough.<br>• Requiring safety audits of all new highway work.<br>• Promoting safe and efficient sustainable transport routes.<br>• Producing a Road Safety Programme.<br><br>**Policy TP19 – Transport Asset Management Plan**<br><br>**The Council will use the Transport Asset Management Plan to provide a best value approach to managing and maintaining the Council's transport assets through:**<br><br>• Routine safety inspections at frequencies appropriate to the strategic importance of the street to identify and rectify defects likely to inconvenience or endanger network users or the wider community.<br>• Network condition assessments in line with standard national practice to establish current conditions and aid development of future planned maintenance programmes.<br>• Considering the potential impact climate change may have on the local transport network and ensuring so far as practicable that our works are adapted and resilient to climate change.<br>• Considering the impact of highway maintenance and schemes on the natural environment, i.e. incorporating SUDS, using sustainable/recycled materials and biodiversity impact mitigation.<br>• Reviewing and, where possible, reducing the use and impact of illuminated traffic signs and street lighting to contribute towards the Council's strategic carbon reduction agenda.<br>• Investigating and installing new and/or replacement public lighting systems that optimise power consumption and utilise apparatus that can be recycled. |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | | Description of effect on resources and receptors[24] | Scale / significance of effect[25] | Level of certainty[26] | Description of mitigation / enhancement and its implementation | Summary for AST[27] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | **Policy TP17 seeks to continue and/or enhance the existing road safety record, The bullet points within the policy provide different means in achieving this for example identifying locations within the Borough that have recurring accidents and promoting safe and efficient sustainable transport routes. This policy is considered to be beneficial in enhancing human health and wellbeing.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 2 | To reduce poverty and social exclusion | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 3 | To reduce and prevent crime and the fear of crime | **Policy TP19 seeks to provide the best value approach to manage and maintain the Council's transport assets. This will include routine safety inspections to identify and rectify any defects. This could prevent areas of street lighting being out of action for long periods of time therefore exacerbating crime and the perception of crime.**<br>**The policy does look at reducing the use of illuminated traffic signs. However this does not go as far as to suggest a reduction in lighting in residential areas that could increase the perception of crime.** | + | Medium | No mitigation has been considered as part of this assessment.<br>Although some consideration should be given to ruling out a nigh time turn off of residential lighting. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect against the objective. |
| 4 | To provide accessible essential services and facilities | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 5 | To maintain air quality and improve where possible | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have |

[24] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects

[25] This has been recorded as the predicted effect at the end of the plan period.

[26] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.

[27] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[24] | Scale / significance of effect[25] | Level of certainty[26] | Description of mitigation / enhancement and its implementation | Summary for AST[27] |
|---|---|---|---|---|---|---|
| | | | | | | a **neutral effect** on this objective. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | Policy TP19 looks to consider the potential impact climate change may have on the local transport network and install and/or replace public lighting systems that optimises power consumption.<br>This policy is considered to have a beneficial effect upon this Objective that looks to address the causes of climate change through reducing emissions of greenhouse gases and ensure Bracknell Forest is prepared for associated impacts. | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 7 | To conserve and enhance the Borough's biodiversity | **No obvious effects**<br><br>**TP19- Has been changed to provide more consideration to the natural environment when carrying out highway maintenance. However as per Draft SEA scoring remains neutral.** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 10 | Ensure prudent use | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this | Overall this component is |

| SEA Objectives | | Description of effect on resources and receptors[24] | Scale / significance of effect[25] | Level of certainty[26] | Description of mitigation / enhancement and its implementation | Summary for AST[27] |
|---|---|---|---|---|---|---|
| | of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | | | | assessment. | considered to have a **neutral effect** on this objective. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | Policy TP19 looks to consider the potential impact climate change may have on the local transport network and install and/or replace public lighting systems that optimises power consumption.<br>This is considered to have a beneficial effect upon this Objective to increase energy efficiency and the proportion of energy generated from renewable sources in the Borough | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |

| Component | 7. Freight |
|---|---|
| Description | **Policy TP15 – Movement of Freight**<br><br>**The Council will aid the effective movement of freight through:**<br><br>• A Quality Partnership for Bracknell Town Centre related to deliveries to new and expanded retail units.<br>• The continued promotion of preferred routes for freight movement.<br>• Servicing facilities provided in new development through the development control process.<br>• Encouraging more environmentally friendly freight including the use of alternative fuels and low emission vehicles.<br>• Requiring the servicing of new development to be carried out (in special circumstances) by low noise vehicles.<br>• Promoting and enabling the provision of infrastructure to facilitate use of low emission vehicles. |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | | Description of effect on resources and receptors[28] | Scale / significance of effect[29] | Level of certainty[30] | Description of mitigation / enhancement and its implementation | Summary for AST[31] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 2 | To reduce poverty and social exclusion | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have |

[28] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects
[29] This has been recorded as the predicted effect at the end of the plan period.
[30] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[31] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[28] | Scale / significance of effect[29] | Level of certainty[30] | Description of mitigation / enhancement and its implementation | Summary for AST[31] |
|---|---|---|---|---|---|---|
| | | | | | | a **neutral effect** on this objective. |
| 3 | To reduce and prevent crime and the fear of crime | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 4 | To provide accessible essential services and facilities | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 5 | To maintain air quality and improve where possible | **Policy TP15 seeks to aid in the effective movement of freight through encouraging more environmentally friendly freight including the use of alternative fuels and low emission vehicles and promoting and enabling the provision of infrastructure to facilitate use of low emission vehicles. This policy is considered to have a beneficial effect upon this Objective.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, and ensure Bracknell Forest is prepared for associated impacts | **Policy TP15 seeks to aid in the effective movement of freight through encouraging more environmentally friendly freight including the use of alternative fuels and low emission vehicles, and promoting and enabling the provision of infrastructure to facilitate use of low emission vehicles. This policy is considered to have a beneficial effect upon this Objective to address the causes of climate change.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 7 | To conserve and enhance the Borough's biodiversity | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |

| SEA Objectives | | Description of effect on resources and receptors[28] | Scale / significance of effect[29] | Level of certainty[30] | Description of mitigation / enhancement and its implementation | Summary for AST[31] |
|---|---|---|---|---|---|---|
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 11 | To maintain and improve water quality in the Borough's water courses and to achieve sustainable water resource management | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 12 | To increase energy efficiency, and the proportion of energy | **Policy TP15 seeks to aid in the effective movement of freight through encouraging more environmentally friendly freight including the use of alternative fuels and low emission vehicles, and promoting and enabling the provision of** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to |

| SEA Objectives | | Description of effect on resources and receptors[28] | Scale / significance of effect[29] | Level of certainty[30] | Description of mitigation / enhancement and its implementation | Summary for AST[31] |
|---|---|---|---|---|---|---|
| | generated from renewable sources in the Borough | **infrastructure to facilitate use of low emission vehicles. This policy is considered to have a beneficial effect upon this Objective to increase energy efficiency.** | | | | deliver a **moderate beneficial** effect against the objective. |

| Component | 8. Parking |
|---|---|
| Description | **Policy TP16 – Parking**<br><br>**The Council will continue to facilitate the provision of parking in the Borough through:**<br><br>• The use of Development Management to bring about appropriate parking provision in all forms of new development and redevelopment within an overall Parking Strategy.<br>• Improving the provision, quality, convenience and security of public parking facilities for cycles.<br>• Improving the quality, security and convenience of public car parks.<br>• Managing car parking to support sustainable local facilities.<br>• Promoting dedicated parking bays with recharging points for electric vehicles.<br>• The Parking Strategy which sets out council provision of on street parking within the borough, provision of public parking areas and the role of enforcement within those provisions. |

**Scale / significance of effect:** 0 – neutral or no effect; +++ major beneficial; ++ moderate beneficial; + slight beneficial; --- major adverse; -- moderate adverse; - slight adverse

| SEA Objectives | | Description of effect on resources and receptors[32] | Scale / significance of effect[33] | Level of certainty[34] | Description of mitigation / enhancement and its implementation | Summary for AST[35] |
|---|---|---|---|---|---|---|
| 1 | To protect and enhance human health and wellbeing | **Policy TP16 seeks to provide parking to support sustainable local facilities. These facilities could be a dentists and/or GP surgery. Therefore this policy could have beneficial effects upon human health and wellbeing.** | + | Low | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **slight beneficial** effect against the objective. |

[32] This includes the effects' magnitude, geographical scale, time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, reversible or irreversible, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects
[33] This has been recorded as the predicted effect at the end of the plan period.
[34] The level of certainty in the prediction of effects is recorded as high, medium or low and will depend on the level of evidence available for the prediction of effects.
[35] Assessment Summary Table: This column records the likely predicted effects as a result of implementation of proposed mitigation or enhancement measures.

| SEA Objectives | | Description of effect on resources and receptors[32] | Scale / significance of effect[33] | Level of certainty[34] | Description of mitigation / enhancement and its implementation | Summary for AST[35] |
|---|---|---|---|---|---|---|
| 2 | To reduce poverty and social exclusion | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 3 | To reduce and prevent crime and the fear of crime | **Policy TP16 seeks to improve both security of public car parking and cycle parking. This could have a beneficial effect upon crime and the perception of crime.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 4 | To provide accessible essential services and facilities | **Policy TP16 seeks to manage car parking to support sustainable local facilities this includes improving the provision for quality and secure car parking and cycle provisions. This provides access to essential local facilities and services and therefore has a beneficial effect upon this Objective.** | ++ | Medium | No mitigation has been considered as part of this assessment. | Overall, the component is considered to have the potential to deliver a **moderate beneficial** effect against the objective. |
| 5 | To maintain air quality and improve where possible | **Policy TP16 seeks to provide improved car parking facilities thus encouraging the use of the car.<br>However the policy also seeks to provide improvements to existing cycle parking and promote dedicated parking bays with rechargeable points for electric vehicles.<br>Over this policy is considered to have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 6 | To address the causes of climate change through reducing emissions of greenhouse gases, | **Policy TP16 seeks to provide improved car parking facilities thus encouraging the use of the car.<br>However the policy also seeks to provide improvements to existing cycle parking and promote dedicated parking bays with rechargeable points for electric vehicles.<br>Over this policy is considered to have both positive and** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to |

| SEA Objectives | | Description of effect on resources and receptors[32] | Scale / significance of effect[33] | Level of certainty[34] | Description of mitigation / enhancement and its implementation | Summary for AST[35] |
|---|---|---|---|---|---|---|
| | and ensure Bracknell Forest is prepared for associated impacts | **negative effects upon this Objective.** | | | | deliver a **neutral** effect against the objective. |
| 7 | To conserve and enhance the Borough's biodiversity | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 8 | To protect and enhance where possible the Borough's characteristic countryside and its historic environment in urban and rural areas | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 9 | To encourage smart economic growth by improving travel choice, reducing the need to travel by car and shorten the length and duration of journeys | **Policy TP16 seeks to provide improved car parking facilities thus encouraging the use of the car.**<br>**However the policy also seeks to provide improvements to existing cycle parking and promote dedicated parking bays with rechargeable points for electric vehicles.**<br>**Over this policy is considered to have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |
| 10 | Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have a **neutral effect** on this objective. |
| 11 | To maintain and improve water quality | **No obvious effects** | 0 | Medium | No mitigation has been considered as part of this assessment. | Overall this component is considered to have |

| SEA Objectives | | Description of effect on resources and receptors[32] | Scale / significance of effect[33] | Level of certainty[34] | Description of mitigation / enhancement and its implementation | Summary for AST[35] |
|---|---|---|---|---|---|---|
| | in the Borough's water courses and to achieve sustainable water resource management | | | | | a **neutral effect** on this objective. |
| 12 | To increase energy efficiency, and the proportion of energy generated from renewable sources in the Borough | **Policy TP16 seeks to provide improved car parking facilities thus encouraging the use of the car.**<br>**However the policy also seeks to provide improvements to existing cycle parking and promote dedicated parking bays with rechargeable points for electric vehicles.**<br>**Over this policy is considered to have both positive and negative effects upon this Objective.** | +/- | Medium | No mitigation has been considered as part of this assessment. | Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective. |

# Appendix F Quality Assurance Checklist

| Quality Assurance Test | Completed/Comment |
|---|---|
| **Objectives and Context** | |
| The assessment is conducted as an integral part of the plan-making process. | **Yes- The preparation of the SEA has run along LTP3** |
| The plan's purpose and objectives are made clear. | **Yes- 1.0 Introduction** |
| Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets. | **Included within the review of plans, programme and policies- see Appendix A** |
| SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate. | **Yes- Appendix B** |
| Links with other related plans, programmes and policies are identified and explained, | **Yes-Appendix A** |
| Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described. | **Yes- see LTP3 Scoping Report** |
| **Scoping** | |
| Authorities and other key stakeholders with a range of interests that are relevant to the plan and SEA are consulted in appropriate times on the content and scope of the Environmental Report | **The Scoping Report was distributed for consultation in January 2010 and the draft Environmental Report was distributed for consultation in November 2010.** |
| The assessment focuses on the significant issues. | **Yes- See section 4 (A3: Key Issues)** |
| Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit. | **These are both highlighted throughout both the Scoping Report and Environmental Report.** |
| Reasons are given for eliminating issues from further consideration. | **Yes- how the key sustainability issues were chosen is detailed in section 4 (A3: Key Issues)** |
| **Options** | |
| Realistic options are considered for key issues, and for the reasons for choosing them are documented. | **Yes** |
| Options include 'do nothing' scenario wherever relevant. | **Yes** |
| The environmental effects (both adverse and beneficial) of each option are identified and compared. | **Yes Appendix E** |
| Inconsistencies between the options and other relevant plans, programmes or policies (PPPs) are identified and explained. | **Yes- the impact of relevant PPPs on the LTP3 are covered in Appendix A** |
| **Reasons are given for eliminating issues from further consideration.** | **Yes- The reasons for choosing certain alternatives and not others are detailed in section 5.21** |
| **Baseline information** | |
| Relevant aspects of the current state of the environment and their likely evolution without the plan are described. | **Yes- Appendix B** |

| Quality Assurance Test | Completed/Comment |
|---|---|
| Environmental characteristics of areas likely to be significantly affected are described. | **Yes- Section 4.0 (Stage A)** |
| Difficulties such as deficiencies in data or methods are explained. | **Yes- Section 4.20 – 4.22** |
| **Prediction and evaluation of likely significant effects** | |
| Effects identified include the types listed in the SEA Directive (biodiversity, population, human, health, fauna, flora, soil, water, air, climate factors, materials assets, cultural heritage and landscape), as relevant. | **Yes- Appendix B** |
| Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed. | **Yes- recorded in the assessment tables- Appendix E** |
| Likely secondary, cumulative and synergistic effects are identified where practicable. | **Yes- Where relevant this is recorded in the assessment tables (Appendix E)** |
| Inter-relationships between effects are considered where practicable. | **Yes- Where relevant this is recorded in the assessment tables (Appendix E)** |
| Where relevant, the prediction and assessment of effects makes use of accepted standards, regulations, and thresholds. | **Yes- Where relevant this is recorded in the assessment tables (Appendix E)** |
| Methods used to evaluate the effects are described. | **Yes- Comments are recorded in the assessment tables (Appendix E)** |
| **Mitigation Measures** | |
| Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated. | **Yes- Where relevant these are present in Section 6** |
| Issues to be taken into account in project consents are identified. | **Yes- Where relevant these are present in Section 6** |
| **The Environmental Report** | |
| Is clear and concise in its layout and presentation. | **Yes** |
| Uses simple, clear language and avoids or explains technical terms. | **Yes. Although there is a Non-Technical Summary and a Glossary** |
| Uses maps and other illustrations where appropriate. | **Yes, in particular within the baseline data** |
| Explains the methodology used. | **Yes** |
| Explains who was consulted and what methods of consultation were used | **All sources of information are sourced throughout the document** |
| Identifies sources of information, including expert judgement and matters of opinion. | **Yes- See page 9** |
| Contains a non-technical summary covering the overall approach to the assessment, the objectives of the plan, the main options considered, and any changes to the plan resulting from the assessment. | **Yes** |
| **Consultation** | |

| Quality Assurance Test | Completed/Comment |
|---|---|
| The SEA is consulted on as an integral part of the plan-making process. | **Yes- A Draft Environmental Report was sent out with the Draft Consultation LTP3** |
| Consultation bodies and the public likely to be affected by, or having an interest in, the plan 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 SA Report. | **Yes** |
| **Decision-making and the information on the decision** | |
| The Environmental Report and the opinions of those consulted are taken into account in finalising and adopting the plan. | **Consultation Responses are included in Appendix C** |
| An explanation is given of how they have been taken into account. | **The responses to the consultation representations is located within Appendix C** |
| Reasons are given of how they have been taken into account. | **Yes- Section 5.34 – 5.77** |
| **Monitoring measures** | |
| Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the assessment. | **Yes- Section 6, page 63** |
| During implementation of the plan, monitoring is used where appropriate to make good deficiencies in baseline information in the assessment. | **Yes- Section 6, page 63** |
| Monitoring enables unforeseen adverse effects to be identified at an early stage. These effects should include predictions which prove to be incorrect. | **Yes- Section 6, page 63** |
| Proposals are made for action in response to significant adverse effects. | **Yes- Section 6, page 63** |

# Bracknell Forest Council Local Transport Plan 3 Core Strategy

# SEA Statement

**March 2011**

**www.bracknell-forest.gov.uk/LTP3**

## What is Strategic Environmental Assessment?

Strategic Environmental Assessment (SEA) is a process to ensure that opportunities for public involvement are provided and the significant environmental effects arising from policies, plans and programmes are:

**1)** Identified.

**2)** Assessed.

**3)** Mitigated.

**4)** Communicated to decision-makers.

**5)** Monitored.

A particular form of SEA has been introduced by a European Union Directive[1] known as the SEA Directive. This Directive was transposed into English law through 'The Environmental Assessment of Plans and Programmes'[2] which lays out the legal requirements to comply with the Directive.

The objective of an SEA is "*to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans …… with a view to promoting sustainable development*".

## How does it relate to LTP3?

Bracknell Forest Borough Council has carried out an SEA alongside the development of the second Local Transport Plan 2011-26 (LTP3).

The aim of this SEA was to ensure that the considerations of sustainable development and environmental protection were ingrained into the plan-making process, influencing all stages of the LTP3 development. Therefore, there have been numerous iterations where the results of the SEA have fed into and informed the development of the final LTP3.

## Purpose of SEA Statement

The SEA Directive (Article 9(1)) requires authorities to explain in an SEA Statement how they have taken the findings of the assessment into account and this Statement must be made available to the public alongside the adopted plan. In addition full details of the SEA process are set out in an Environmental Report submitted with the plan.

The full SEA Environmental Report can be downloaded at: www.bracknell-forest.gov.uk or is available by request from Simon Roskilly, Environmental Policy Officer, Bracknell Forest Borough Council: development.plan@bracknell-forest.gov.uk, 01344 352000.

This document is an SEA Statement which provides summary information on the decision-making process, the public's involvement and how the recommendations of the Environmental Report have been taken into account in the adopted Local Transport Plan 2011-26.

## Process

In January 2010 a Scoping Report was produced by the Environmental Policy Officer at Bracknell Forest Borough Council. This was sent out to consultation with the 4 statutory organisations with environmental responsibility, which helped develop and refine the assessment methodology. This scoping occurred early, in relation to the LTP3 timetable, which enabled environmental information to be fed through to the plan-makers and decision-makers before the drafting of the LTP3.

As the LTP3 evolved, various options were selected for achieving the objectives of the plan. Each option was assessed using the methodology proposed at the scoping stage, in order to highlight its positive and negative environmental effects. This assessment was carried out in the context of other guidance and targets, and required the prediction of significant environmental effects against baseline data. The options with the most positive environmental impacts were recommended, and in some cases mitigation was proposed to remove any negative environmental impacts. The full process and recommendations is explained in the Draft Environmental Report, a public consultation document, and the comments received were incorporated into the final Environmental Report and SEA Statement.

The SEA has been carried out within the Council enabling a close and continuous working relationship between the plan-makers and the SEA officer throughout the whole process to ensure relevant suggestions and recommendations have been integrated from an early stage.

## Summary of Environmental Impacts

An initial assessment of several broad strategic alternatives recommended that the option which would be most beneficial to the environment is reducing the need for travel by land-use decisions locating services and housing in close proximity. This is likely to contribute towards reducing vehicle mileage, whilst remaining an equitable option.

The most sustainable options identified by the SEA are those which address issues such as:

Reducing emissions of pollutants attributable to traffic which can improve local air quality and limit greenhouse gas emissions which contribute towards climate change. This can be achieved by a package of options which reduce the need for travel by private car.

Providing access to a range of transport modes for all the community, in particular those which may currently be excluded such as disabled users and those without access to a car. Options which contribute towards this include engineering measures, such as parking provision and tactile pavements, improving safety or making travel more affordable.

Reducing congestion, which can have negative environmental and economic impacts. Options which achieve this include provision of reliable, affordable public transport, road safety measures and travel plans for schools and businesses.

The SEA has also suggested methods of implementation and mitigation for each of the options. These include measures such as positive management for biodiversity and careful use of resources, for example energy-efficient lighting and use of recycled materials in construction.

The LTP3 has responded to the findings in the Environmental Report by drafting the plan in response to the issues of reducing emissions, providing a range of transport modes and reducing congestion.

## Public Involvement

There have been two consultation stages associated with the SEA process to gain consensus on environmental issues and provide the opportunity for the public and environmental specialists to input into the process. These have included a Scoping Report, which set out the methodology for and the extent of the assessment, and a Draft Environmental Report, which set out the significant impacts arising from various options within the LTP3. After taking into account comments from both consultation periods, a finalised Environmental Report and this SEA Statement were produced giving details on how the SEA process has influenced the plan along with any mitigation measures and future monitoring. Appendix C of the Environmental Report gives details of all consultation responses and how each was considered in the SEA.

## What difference has the process made?

The SEA process has enabled the incorporation of environmental and sustainability considerations in the strategic decision making process. This has been possible by commencing the SEA early in the plan-making process and assessing the environmental implications of the provisional LTP2, using several iterations, before the plan was finalised and adopted. Recommendations made in the draft Environmental Report were taken on board during the production of the final LTP3 and specific changes made to the plan are detailed in the Environmental Report.

Strategic Environmental Assessment has dealt with impacts which are not considered at the project level, such as cumulative and synergistic impacts of multiple projects. It has also been able to look at larger-scale environmental impacts, such as those on biodiversity and climate change, in a more effective way than project-level Environmental Impact Assessment (EIA).

The SEA has indicated that the Bracknell Forest Local Transport Plan is likely to have very few significant negative environmental effects. In fact, the LTP3 seeks improvements from the 'no plan' option across the range of SEA objectives, in particular air quality, climate change and access to services. However, some potential areas of concern have been identified for the longer term, and measures to help mitigate and monitor these effects have been recommended.

## Future stages

The Environmental Report was submitted with the Final LTP3 in March 2011. This SEA Statement will be made available to environmental authorities and the public once the LTP3 has been adopted, to ensure they are informed of the outcomes.

A monitoring framework has been put in place to measure the significant environmental outcomes of the LTP3, in order to establish whether the aims of the SEA have been fulfilled, and provide a mechanism for dealing with undesirable environmental effects into the future. The Environmental Report proposed that the issues of: biodiversity, health, accessibility and air quality should continue to be monitored and suggested when remedial actions should be taken. Full details of the indicators, the presentation of the results, and proposed remedial actions can be found in the Environmental Report.