



Bracknell Forest Council

Fourth Local Transport Plan

Strategic Environmental Assessment -
Environmental Report



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Final Scoping Report

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Assessment of the LTP4

Non-Technical Summary

This Non-Technical Summary provides an overview of the Strategic Environmental Assessment (SEA) for the draft Fourth Local Transport Plan (hereafter referred to as the 'LTP4') produced by the Bracknell Forest Council. The following sections of this Non-Technical Summary:

- describe the purpose and scope of the draft LTP4 and the approach to identifying alternatives that have been considered and assessed as part of the SEA;
- describe the SEA process and how it has been applied to the draft LTP4, including the SEA objectives and guide questions used in the assessment;
- present a summary of the findings of the SEA of the draft LTP4 (and reasonable alternatives); and
- set out the next steps in the SEA process.

The Environmental Report and this Non-Technical Summary have been completed by WSP on behalf of the Bracknell Forest Council.

The LTP4

The LTP4 is the strategic document that sets out the priorities for transport across Bracknell Forest. The Vision Statement for LTP4 captures current council policy and the future ambition for Bracknell Forest, with a focus on environmental sustainability and climate change, transport decarbonisation, network resilience and supporting public health and wellbeing. The vision creates an overarching aspiration for transport's role in shaping a sustainable and prosperous future for Bracknell Forest, which is resilient to future change in national government policy.

The Vision Statement for LTP4 is as follows:

"To develop a sustainable and resilient transport network that reduces carbon, provides choice and access for all in a safe and healthy environment, making Bracknell Forest a desirable place to live, work and grow."

The LTP4 supports the Council Plan for Bracknell Forest, and therefore the draft objectives for the LTP4 are grouped under the three key themes which are contained within the Council Plan. This means the LTP4 works cohesively in support of the overarching Council ambitions. Within each key theme, objectives have been set out; these are:

- Engaged and healthy communities:
 - 1.1: Establish inclusive access for all across our transport network;
 - 1.2: Improve usage of active travel networks;
 - 1.3: Create safer roads and lower instances of road traffic accidents; and
 - 1.4: Deliver high-quality public realm, supporting safe and connected communities.
- Thriving and connected economy:

- 2.1: Create a transport network to support economic growth, and sustainable access to employment, education and skills training;
- 2.2: Embrace new technologies that enhance the quality and efficiency of transport networks and deliver a positive user experience;
- 2.3: Support the effective movement of freight across a variety of transport modes; and
- 2.4: Effectively manage our highway assets in a sustainable way.

- Green and sustainable environment:

- 3.1: Support decarbonisation of our transport network;
- 3.2: Reduce dependence on private car travel and enhance modal choice for all;
- 3.3: Ensure our local transport network protects and enhances the local environment, biodiversity, and air quality; and
- 3.4: Encourage the uptake of zero and low emission vehicles.

SEA Scope and Methodology

A series of SEA objectives and guide questions have been established against which the LTP4 and reasonable alternative have been assessed. The SEA objectives and guide questions used in the appraisal of the LTP4 reflect the topics contained in Schedule 2 of the SEA Regulations and have been informed by:

- a review of plans and programmes and the associated environmental protection objectives identified (see Chapter 3 and Appendix A of the main Environmental Report);
- baseline information (see Chapter 3 and Appendix A of the main Environmental Report);
- key issues and opportunities (see Chapter 3 and Appendix A of the main Environmental Report);
- a broad understanding of the likely generic effects arising from the construction and operation of transport infrastructure; and
- responses received to consultation on the SEA Scoping Report (see Chapter 3 and Appendix A of the main SEA Report).

Broadly, the SEA objectives present the preferred environmental, social, and economic outcomes, which typically involve minimising detrimental effects and enhancing positive effects. Associated guide questions have been developed for each SEA objective to provide a detailed framework against which the LTP4 can be assessed. The assessment objectives and guide questions are presented in **Table 1-1**.

Table 1-1 – SEA Framework

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
Population & Equalities	<ul style="list-style-type: none"> Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender. The population of Bracknell Forest is predicted to increase in number resulting in a change in the age profile. Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction. With an increasing ageing population in Bracknell Forest, there is likely to be additional strain on the area's services and infrastructure. An ageing population could see an increase in the 65+ bus passes, which may result in cut backs in other areas. There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families. 	SA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes in the borough	<ul style="list-style-type: none"> Help to reduce inequalities, particularly for those people and communities most vulnerable? Improve access to services, facilities and transport for all inclusively (including disabilities, hidden disabilities, dementia, and autism)? Support diversity? Support population growth?
Human Health	<ul style="list-style-type: none"> The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. There are high levels of obesity across Bracknell Forest. There is a low uptake in walking, cycling and active travel despite the extensive active travel network. Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. Addressing poor air quality within Bracknell Forest is an important element of their respective climate emergency declaration. 	SA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, supporting active travel and encouraging healthy lifestyles.	<ul style="list-style-type: none"> Provide better access to healthcare, community and social care facilities? Promote healthier active lifestyles? Increase walking and cycling? Promote health enhancing environments, behaviours and activities for local communities?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> ■ The transport plan should maximise opportunities to enhance walking and cycling routes and encourage the use of active travel. This will help to improve both access and levels of physical activity. ■ There is a need for behavioural change, to support further uptake in active travel. ■ There will be an ongoing need to provide inclusive services in order to meet the needs of older residents. 		<ul style="list-style-type: none"> ■ Help prevent risks to human health, which arise from noise and air pollution?
Economy & Employment	<ul style="list-style-type: none"> ■ The working age population is lower than the average and there are high levels of economic inactivity. ■ There is a low density of jobs within Bracknell Forest compared to regional and national averages. ■ The majority of commuters are still reliant upon cars. There is a lower than average uptake in active travel for commuting purposes. ■ There is the potential to improve connectivity between business which will help to improve access to the skills pool as well supporting improvements in productivity. ■ There is potential to improve transport systems to reduce strains and community distances to urban centres. ■ The impact of factors such as Brexit, Covid-19, new vehicle and energy technologies, disruptive digital technologies, changing working patterns and preferences and extreme climactic events will play a part in determining the types of transport investment which will most benefit the economy. 	SA3: To provide greater connectivity across Bracknell Forest to support key sectors, attract inward investment and support economic success.	<ul style="list-style-type: none"> ■ Support economic growth? ■ Support access to jobs and training opportunities ■ Improve access to employment centres?
Community Safety	<ul style="list-style-type: none"> ■ As the population within Bracknell Forest increases there are expected to be a greater number of vehicles on the county's roads, which may result in an increase in the number of collisions and those KSI on roads. 	SA4: To promote safe transport through reducing collisions, improving safety and reducing crime across the transport network.	<ul style="list-style-type: none"> ■ Improve overall safety across the transport network? ■ Ensure that residents feel safe, particularly after dark?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> There are opportunities to increase the safety of active transport modes such as cycling and walking. Vulnerable road users such as cyclist and pedestrians are more likely to be casualties There are opportunities for LTP4 proposals to include designing out crime principles, particularly in those areas with high crime rates and crime deprivation. There is a need to engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users. Opportunities to improve the safety of active transport modes including cycling and walking, such as through design requirements for infrastructure The plan should support the implementation of the Road Safety Strategy and a Safe Systems approach. 		<ul style="list-style-type: none"> Support designing out crime principles? Help reduce levels of crime deprivation? Improve road safety and reduce the number of people KSI on the roads
Biodiversity & Natural Capital	<ul style="list-style-type: none"> There are a wide range of statutory local, national and international sites designated for nature conservation in Bracknell Forest, which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes. 	<p>SA5: To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Bracknell Forest</p> <p>SA6: To maintain and enhance the borough's biodiversity and the provision of ecosystem services from the county's natural capital.</p>	<ul style="list-style-type: none"> Cause damage to locally and nationally designated sites though infrastructure provision, traffic or maintenance? Maintain and enhance biodiversity in the region? Seek opportunities for at least 10% biodiversity net gain through green infrastructure? Increase provision of ecosystem services from the county's natural capital? Prevent fragmentation of habitats and promote ecological networks?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> There is a need to working towards halting the decline in species abundance by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042. LTP4 presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale through the use of GI and biophilic design. These can be combined with priorities for wider ecosystems services benefits to deliver landscape wide environment gain for biodiversity and people. The LTP4 presents opportunities to achieve biodiversity net gain (BNG) through the development of its policies and schemes. There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in order to improve habitat connectivity. 		<ul style="list-style-type: none"> Result in developments which will improve biodiversity on site?
Landscape & Townscape	<ul style="list-style-type: none"> Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and townscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike. Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people. Climate change will also put pressure on the designations as new pests and diseases emerge and extreme weather increasing stresses on nature conservation. 	SA7: To protect and enhance townscapes and landscapes of visual importance, including the rural environment and town centres.	<ul style="list-style-type: none"> Respect, maintain and strengthen local character and distinctiveness? Improve the quality and condition of the townscape and landscape? Incorporate green infrastructure into design? Protect and enhance the special

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> ■ The design of transport infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise). ■ LTP4 must consider the importance of landscape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape, and instead respects it. There is potential for transport to improve access to the countryside, to promote sustainable tourism and to provide greater awareness of the natural environment. 		character of the borough's woodlands?
Historic Environment	<ul style="list-style-type: none"> ■ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased noise and visual effects. ■ New and/or upgraded transport infrastructure across Bracknell Forest has the potential to affect the survival, fabric, condition and setting of cultural heritage assets (both above and below ground) in addition to increased pressure from population growth. ■ Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This clearly has implications and can represent a significant constraint to future scheme design, which should respect, retain and protect the remains (e.g. through avoidance and redesign). ■ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. 	SA8: To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.	<ul style="list-style-type: none"> ■ Conserve and/or enhance heritage assets, their setting and the wider historic environment? ■ Improve the quality and condition of the historic environment? ■ Respect, maintain and strengthen local character and distinctiveness? ■ Result in the loss of buried and unknown historic assets and artifacts? ■ Enhance access to and/or appreciation of a heritage asset (or group of assets)?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through transport to maximise appreciation and enjoyment of the historic environment. LTP4 should preserve and enhance the current settings of above ground heritage assets. 		
Water Environment	<ul style="list-style-type: none"> The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat. Of the 17 water bodies, just 6% are achieving 'good' status, falling far short of the WFD target. Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across Bracknell Forest. Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. Upgrading existing infrastructure provides the opportunity to improve pollution control, include the reduction of litter. New transport infrastructure could result in improved drainage, reducing discharge from roads and surface water flooding. LTP4 should ensure that development in close proximity to a watercourse should include provision of natural, undeveloped buffer zones. These can help contribute to natural flood management whilst also allowing access for maintenance and emergency works. LTP4 could seek to incorporate sustainable urban drainage systems (SUDs) and GI requirements within new 	<p>SA9: To Reduce the risk and vulnerability to flooding</p> <p>SA10: To maintain and enhance water quality by reducing levels of pollution from the transport network</p>	<ul style="list-style-type: none"> Reduce the risk of flooding? Increase surface runoff? Result in the reduction of water quality? Support the protection and enhancement of water bodies

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	developments in order to adapt to climate change and counteract flood risk. GI can also reduce surface water runoff and have water quality co-benefits		
Air Quality	<ul style="list-style-type: none"> ■ The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. ■ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. ■ Whilst electric cars should have positive effects for air quality in terms of NO2 reductions, there is concern that electric vehicles, which are currently heavier than ‘conventional’ vehicles, may generate more particulate (PM10) pollution from brake and tyre wear. ■ Air quality issues across Bracknell Forest can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality. ■ A modal shift to sustainable transport modes (public transport and active transport), must be an objective of the LTP4 to aid in reducing emissions and car dependency. 	SA10: To protect and enhance air quality by reducing NO2 emissions from the transport network.	<ul style="list-style-type: none"> ■ Support measures to reduce levels of air pollution? ■ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot-spots?
Climate Change & Greenhouse Gases	<ul style="list-style-type: none"> ■ Transport is the largest contributor to greenhouse gas emissions in the UK, with the largest contributor being domestic transport. ■ There is a need to ensure climate resilience of the transport infrastructure in Bracknell Forest. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit. ■ In rural areas of Bracknell Forest, particularly, where there are limited local facilities and fewer public transport services, 	<p>SA11: Ensure that the Borough is resilient to the effects of climate change.</p> <p>SA12: To reduce greenhouse gas emissions across the transport network, support national and local decarbonisation initiatives and incorporate climate change</p>	<ul style="list-style-type: none"> ■ Support low carbon and energy efficient design? ■ Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)? ■ Support the council’s Net Zero ambitions?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<p>many people are reliant on private transport which contributes to greenhouse gas emissions.</p> <ul style="list-style-type: none"> There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding. There is a need to support the continued increase in infrastructure to support the demand in electric cars, as well as the modal shift to more sustainable transport (active transport and public transport). There is a need to support the reduction of GHG emissions within the transport industry towards net-zero through the better provision of sustainable transport. Site selection should account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where road drainage may impact on water quality issues. 	adaptation to help maximise resilience.	<ul style="list-style-type: none"> Support low carbon, energy efficient design? Reduce levels of embodied carbon?
Noise	<ul style="list-style-type: none"> Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. Increased noise exposure can also have negative impacts on designated sites including the National Landscapes, and other designated sites with road or rail noise reducing amenity within these areas. 	SA13: To reduce exposure to transport related noise and vibration, including noise pollution and nuisance.	<p>Will the LTP4:</p> <ul style="list-style-type: none"> Support measures to reduce levels of noise pollution? Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
Material Assets	<ul style="list-style-type: none"> Despite relative modernity, a lot of the existing highway infrastructure is ageing, and it is unlikely to be resilient to future climate trends. Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced. Recycling rates are currently lower than the national and regional averages. There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change. There is a continued increase in renewable energy supplies across the region, of which needs to be managed efficiently to ensure the capacity requirements of this transition are met. Resource efficiency is important in the reduction of waste and conservation of resources. The LTP4 could promote opportunities to support a green economy. There are opportunities for LTP4 schemes to incorporate renewable energy and expand the EV charging network. The LTP4 should incorporate resource efficiency and waste management measures. There is a need to ensure that transport infrastructure is resilient to the effects of climate change. 	<p>SA14: To reduce the amount of waste produced and promote sustainable use of resources.</p> <p>SA15: To ensure the efficient use of land.</p> <p>ISA16: To ensure that transport infrastructure is protected, enhanced and increased to meet the demands of the population both now and in the future.</p>	<p>Will the LTP4:</p> <ul style="list-style-type: none"> Support the use of sustainable materials? Support the reuse of existing infrastructure? Promote a circular economy? Minimise the amount of waste? Support the use of brownfield land? Result in the loss of greenbelt? Protect and enhance land quality? Ensure that critical infrastructure is resilient to the effects of climate change?

Assessment of the LTP4

As set out above, the LTP4 aims to meet the three objectives of:

- Engaged and healthy communities;
- Thriving and connected economy; and
- Green and sustainable environment.

Bracknell Forest's proposed LTP4 is a long-term strategy, comprised of 22 policies and accompanied by 18 interventions /actions. The policies and interventions/actions are summarised in section 2.3 of the main Environmental Report.

Table 1-3 presents a summary of the assessed effects of the LTP4 against the SEA objectives. **Table 1-2** presents a key to the meaning of the symbols in the assessment summary table.

Table 1-2 – SEA key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.
---	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

For each effect identified, a score has been given using the framework set out in **Table 1-1** and **Table 1-2**. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see Appendix C).

Table 1-3 – LTP4 Assessment Summary

SEA Objective	Residual significance
Population & Equalities	++/-/?
Human Health	++/-/?
Economy & Employment	+/-/?
Community Safety	++/?
Biodiversity & Natural Capital	+/-/?
Landscape & Townscape	+/-/?
Historic Environment	+/-/?
Water Environment	+/-/?
Air Quality	+/-/?
Climate Change & Greenhouse Gases	+/-/?
Noise	+/-/?
Material Assets	+/-/?

Significant positive effects were identified against the Population & Equalities, Human Health, and Community Safety SEA Objectives. Minor positive effects were identified for all the other SEA Objectives, this is largely due to the LTP4 policies, actions and interventions focusing on improving the transport network for the community, improving the local economy and reducing negative environmental impacts from the transport network. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives.

No significant negative effects were identified against any of the SEA Objectives. Minor negative effects were identified for most of the SEA Objectives. These mostly derive from potential disruption caused during the construction stage of new or improved infrastructure development. In line with national and local planning policies it has been assumed that

individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified against most of the SEA objectives. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.

Uncertainty has been identified for all the SEA Objectives. This is because the LTP4 does not detail the location, timescale, or scale of specific interventions, therefore the effects of these cannot be certain. However, it is expected that project level assessments will be undertaken, where necessary, to ensure no significant negative effects occur.

The SEA Regulations require that the cumulative effects of the LTP4 are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan). The consideration of how policies and interventions within the LTP4 may interact with each other (intra-plan) is presented in Chapter 4 and Appendix C. Chapter 5 presents the consideration of how the policies and interventions within the LTP4 may interact with proposals in other plans, programmes and projects (inter-plan effects).

The assessment of inter-plan effects found that minor negative and positive cumulative effects are likely against the majority of SEA objectives. In the short-term, the delivery of proposals set out in the LTP4 and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts, therefore, residual significant effects are unlikely. In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network and increased active transport. Significant positive effects were predicted for SEA objectives relating to the population, human health and safety.

Assessment of Alternatives

Two reasonable alternatives to the preferred approach were identified and assessed, in line with the requirements of the SEA Regulations. These are a 'Business as Usual Approach' and a 'More Ambitions Approach'. The full assessment of these reasonable alternatives and the reasoning behind choosing the preferred approach is detailed in Chapter 6 of the main Environmental Report.

Table 1-4 presents a summary of the alternative options and **For each** effect identified, a score has been given using the framework set out in **Table 1-1**. This has been undertaken using expert judgement after a review of the evidence available.

Table 1-5 presents a summary of the assessment findings.

Table 1-4 - Summary of Alternative Options

Options
<p>Option 1 Business as Usual</p> <p>Business as Usual has, during LTP3, tried to maximise the efficiency of the existing network whilst at the same time developing sustainable and active travel choices.</p> <p>Business as usual will become more difficult as national and local policy has changed - increasing focus on the decarbonisation of transport, with emphasis on ever-more sustainable planning and policy interventions.</p> <p>Maintaining the current levels of investment and the delivery of improvements or expansion to the transport network would require some investment and support.</p> <p>Continuing Business as Usual is a reasonable alternative, however, more can be done to maximise the outcomes and the benefits for Bracknell Forest. This would require more funding and a change to design solutions and or policy strengthening. Key stakeholders would have to support this.</p>
<p>Option 2 The Preferred Approach</p> <p>The LTP4 comprises the preferred approach. The new policies are what Bracknell Forest Council can realistically and, with some degree of certainty, aspire to do with consideration to available funding, whilst also aiming to address climate change and therefore reduce carbon emissions from the transport network.</p>
<p>Option 3 More Ambitious</p> <p>In order to develop upon the preferred approach, a more ambitious plan would require several changes. As the scope for interventions would change, engagement, consultation, and design processes would need to be developed, and more funding would be required. Political and stakeholder willingness to engage with design changes would be required for the benefit of all.</p> <p>To make inclusive design more than just a consideration the plan must meet the needs of all the community. Policies in a more ambitious LTP would become 'requirements' and not 'considerations'. This would ensure these changes were taken up and followed through. The policies would also have a much wider scope to allow for additional and wider considerations, such as:</p> <ul style="list-style-type: none"> ■ more crossings over roads for the very young, elderly, and less able. ■ changes to signal technology for those in wheel chairs, recumbent bikes, visually impaired, or those who require greater crossing time etc. ■ The wider public realm becoming more inclusively designed, this could include more flexible and multi-use spaces and places.

- Places for all people, not just vehicles or those willing or able to share with vehicles.

A More Ambitious Plan is a reasonable alternative. However, this option would require more funds, space, and on-going maintenance. Some interventions would need to come centrally from National Highways or the Department for Transport and be funded centrally.

For each effect identified, a score has been given using the framework set out in **Table 1-1**. This has been undertaken using expert judgement after a review of the evidence available.

Table 1-5 – Summary of the Assessment of Alternative Options

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious
Populations and Equalities	+/-/?	++/-/?	++/-/?
Human Health	+/-/?	++/-/?	++/-/?
Economy & Employment	+/-/?	+/-/?	+/-/?
Community Safety	+/?	++/?	++/?
Biodiversity & Natural Capital	+/-/?	+/-/?	+/-/?
Landscape and Townscape	+/-/?	+/-/?	+/-/?
Historic Environment	+/-/?	+/-/?	+/-/?
Water Environment	+/-/?	+/-/?	+/-/?
Air Quality	+/-/?	+/-/?	+/-/?
Climate Change & Greenhouse Gases	+/-/?	+/-/?	+/-/?
Noise	+/-/?	+/-/?	+/-/?
Material Assets	+/-/?	+/-/?	+/-/?

Monitoring and Next Steps

The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP4;
- Track whether the LTP4 has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP4.

Monitoring measures are presented in Chapter 7 of the main Environmental Report.



This Environmental Report will be presented for public consultation alongside the Draft LTP4. The representations received will be documented and considered in reviewing the proposals for the LTP4. Following this, a Post Adoption Statement will be produced that summarises how the SEA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP4 and will be issued as soon as is reasonably practicable after adoption.

1 Introduction

1.1 Overview

- 1.1.1. WSP has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the LTP4. The requirement for SEA arises through the Environmental Assessment of Plans and Programmes Regulations 2004¹ (hereafter referred to as the 'SEA Regulations'). SEA is a systematic process carried to ensure that environmental issues are fully integrated and addressed through the development of a plan.

1.2 Local Transport Plans

- 1.2.1. The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'², introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000³ (now amended by the Local Transport Act 2008⁴) then made it a statutory requirement for local transport authorities outside of London to produce LTPs having regard to Government guidance and policies on the environment.
- 1.2.2. The more recent Local Transport Act 2008⁴ gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the strategy and implementation plan elements of the LTP.
- 1.2.3. The Local Transport Act 2008⁴ makes particular reference to climate change mitigation and adaptation, but states that authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.
- 1.2.4. The Department for Transport (DfT) are currently updating LTP4 guidance. This guidance will set out how local areas will deliver quantifiable carbon reductions in transport, considering the different requirements of different areas. New guidance is due to be published along with additional standalone quantifiable carbon reductions (QCR) guidance. When used as a part of the LTP4 development process, the QCR guidance will help local

¹ SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations, 2004. Available online at: http://www.legislation.gov.uk/ukxi/2004/1633/pdfs/ukxi_20041633_en.pdf

² Department for Transport, A new deal for transport: better for everyone - White Paper, 1998. Available online at: <https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/aneewdealfortransportbetterfo5695>

³ Transport Act, 2000. Available online at: <https://www.legislation.gov.uk/ukpga/2000/38/introduction>

⁴ Local Transport Act, 2008. Available online at: <https://www.legislation.gov.uk/ukpga/2008/26/contents>

authorities make long term, evidence-based plans for local transport by considering the carbon impacts at a strategic planning stage⁵.

1.3 SEA process

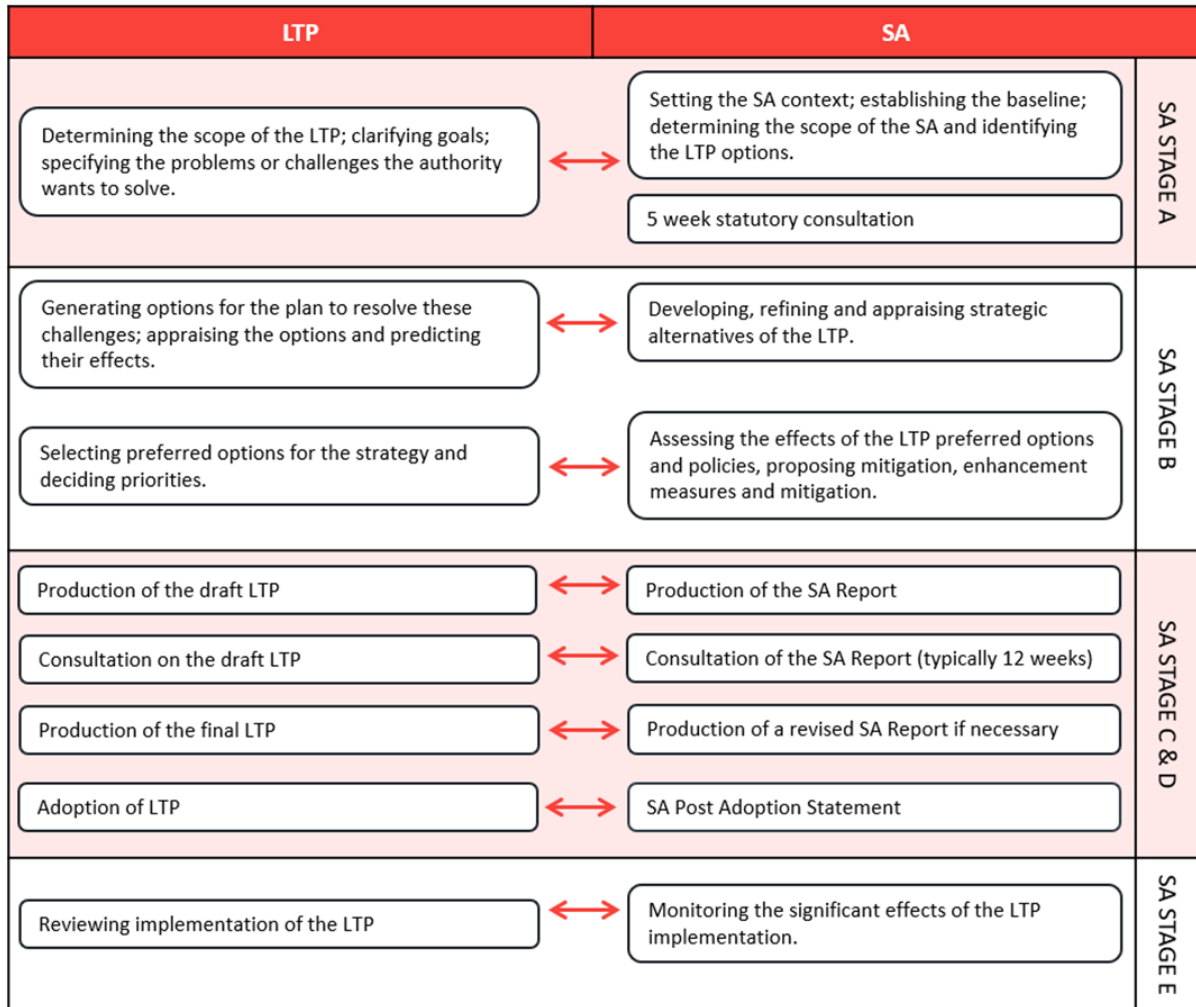
- 1.3.1. The SEA process is carried out during the preparation of certain plans and strategies including local transport plans, local plans, and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.
- 1.3.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)⁶. Throughout the course of the development of the plan, policy or programme, the aim of SEA is to promote sustainable development by identifying the potential impact of options proposed in the plan, in terms of their environmental, economic, and social effects. If any adverse effects are identified, these options can then be avoided, or proposals modified to manage or mitigate adverse effects.
- 1.3.3. SEA is mandatory for plans and programmes prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, that set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations⁷.
- 1.3.4. The integration of the SEA with the LTP4 process is shown in **Figure 1-1**. This Report represents Stages B and C of the SEA.

⁵ Department for Transport, Transport decarbonisation: local authority toolkit. Available online at: <https://www.gov.uk/government/collections/transport-decarbonisation-local-authority-toolkit>

⁶ SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations, 2004. Available online at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/ukxi_20041633_en.pdf

⁷ UK Government, The Town and Country Planning (Environmental Impact Assessment) Regulations, 2017. Available online at: [The Town and Country Planning \(Environmental Impact Assessment\) Regulations 2017 \(legislation.gov.uk\)](https://www.legislation.gov.uk/uksi/2017/1003/pdfs/ukxi_20171003_en.pdf)

Figure 1-1 - SEA and LTP4 Stages



1.4 Purpose of this Report

1.4.1. This Environmental Report presents the findings of the SEA for the LTP4 and will be presented alongside the LTP4 for public consultation. The purposes of the SEA and this Environmental Report are:

- to ensure that the likely significant environmental and socio-economic effects of the LTP4 and any reasonable alternatives are identified, described, and evaluated;
- to help identify appropriate measures to avoid, reduce or mitigate adverse effects and to enhance beneficial effects associated with the implementation of the LTP4 wherever possible;
- to provide a framework for monitoring the potential significant effects arising from the implementation of the LTP4;
- to inform decisions on the LTP4; and
- to demonstrate that the LTP4 has been developed in a manner consistent with the requirements of the SEA Regulations.

1.5 Environmental Report Structure

1.5.1. This Environmental Report is structured as follows:

- Non-Technical Summary - Provides a summary of the Environmental Report, including information on both the LTP4 and the key findings of the assessment.
- Chapter 1: Introduction - Provides an overview of the LTP4, SEA process and the purpose of this report.
- Chapter 2: The Local Transport Plan 4 - Describes the purpose and scope of the LTP4 and provides an overview of its structure and contents.
- Chapter 3: SEA Scope and Methodology - Provides an overview of the scope of the SEA and outlines the approach to the appraisal of the LTP4 and reasonable alternatives including the appraisal framework (which comprises SEA objectives and guide questions).
- Chapter 4: Assessment of the Plan - Summarises the likely significant effects of the LTP4.
- Chapter 5: Cumulative Effects - Presents the findings of the cumulative effects assessment for the LTP4 as a whole, as well as with other plans, programmes and projects.
- Chapter 6: Assessment of Alternatives - Sets out the reasonable alternatives and presents the assessment findings.
- Chapter 7: Monitoring and Next Steps - Sets out proposed monitoring measures and the next steps for the SEA process.

2 The Local Transport Plan 4

2.1 Introduction

- 2.1.1. The LTP4 is the strategic document that sets out the priorities for transport across Bracknell Forest. Significant progress has been made in delivering a range of transport projects identified in the previous LTPs (LTP3 2011-2026), including enhancement to highway and public realm infrastructure and improving accessibility to facilities and services.

2.2 Vision and objectives

- 2.2.1. The Vision Statement for LTP4 is as follows:
- 2.2.2. *“To develop a sustainable and resilient transport network that reduces carbon, provides choice and access for all in a safe and healthy environment, making Bracknell Forest a desirable place to live, work and grow.”*
- 2.2.3. To achieve this Vision Statement the LTP4 aims to follow the three key themes, which are supported by objectives – these have been outlined in Table 2-1 below.

Table 2-1 – Key Themes and Objectives

Theme	Objective
Engaged and Active Communities	<ul style="list-style-type: none"> Objective 1.1: Establish inclusive access for all across our transport network. Objective 1.2: Improve usage of active travel networks. Objective 1.3: Create safer roads and lower instances of road traffic accidents. Objective 1.4: Deliver high quality public realm, supporting safe and connected communities.
Thriving and Connected Economy	<ul style="list-style-type: none"> Objective 2.1: Create a transport network to support economic growth, and sustainable access to employment, education and skills training. Objective 2.2: Embrace new technologies that enhance the quality and efficiency of transport networks, and deliver positive user experience. Objective 2.3: Support the effective movement of freight across a variety of transport modes. Objective 2.4: Effectively manage our highway assets in a sustainable way.
Green and Sustainable Environment	<ul style="list-style-type: none"> Objective 3.1: Support decarbonisation of our transport network. Objective 3.2: Reduce dependence private car travel and enhance modal choice for all. Objective 3.3: Ensure our local transport network protects and enhances the local environment, biodiversity and air quality. Objective 3.4: Encourage the uptake of zero and low emission vehicles.

2.3 Structure and content

2.3.1. The LTP4 is a long-term strategy, comprised of 22 policies and accompanied by 18 interventions /actions. The policies are summarised below:

- Policy TP1: Supporting decarbonisation
- Policy TP2: Ultra Low Emission Vehicles (ULEVs) and Electric Vehicles (EVs)
- Policy TP3: Walking
- Policy TP4: Cycling
- Policy TP5: Buses
- Policy TP6: Climate resilience
- Policy TP7: Protecting the local environment
- Policy TP8: Creating a healthy setting
- Policy TP9: Accessibility, inclusion and diversity
- Policy TP10: Supporting sustainable transport to education
- Policy TP11: Delivering sustainable development
- Policy TP12: Micromobility and shared mobility solutions
- Policy TP13: Mobility hubs
- Policy TP14: Optimising the road network
- Policy TP15: Road safety
- Policy TP16: Access to green space and Public Rights of Way
- Policy TP17: Public realm and place making
- Policy TP18: Rail
- Policy TP19: Taxi, Community and Demand Responsive Transport
- Policy TP20: Movement of freight
- Policy TP21: Digital as a mode
- Policy TP22: Car and cycle parking

2.3.2. The LTP4 Strategy includes 18 interventions/ actions, which are as follows:

- Electric Vehicles (residential)
- Electric Vehicles (car parks, hubs and strategic sites)
- Electric Vehicles (businesses and new development)
- Bus Service Improvement Plan measures
- Demand Responsive Transit (DRT) implementation
- Freight Management
- Access, Mobility and Travel Choice
- New and improved cycle routes (delivery of LCWIP)
- Safer Routes to Schools
- School streets
- Bikeability and Education work with Schools
- Car clubs and mobility hubs
- Speed Management Scheme Development - Subject to Annual Review
- Local Safety Schemes - Subject to Annual Review



- Intelligent Transport
- Systems Improvements
- Highway Capacity and Roadspace Allocation Subject to Future Sustainable Transport Improvements
- Adopt and promote our new Residential Travel Plan

3 SEA Scope and Methodology

3.1 Introduction

- 3.1.1. Preparation of the SEA Scoping Report is the first stage in the SEA process, identifying issues, objectives and a framework for assessment of the likely effects of the LTP4. The Scoping Report was available for review and comment by statutory consultees (the Environment Agency, Historic England and Natural England) from May to June 2024. Two responses were received (from Historic England and Natural England). The comments from Historic England were taken into account and amendments made to the scoping information where necessary. Natural England had no specific comments, therefore no amendments were required.
- 3.1.2. Historic England's representation and how it has been taken into account is presented in Appendix A. A final SEA Scoping Report was produced to reflect the comments received and this is presented in Appendix A.

3.2 SEA Framework

- 3.2.1. The baseline information and review of plans and programmes informed the identification of a number of key issues (see Appendix A). These were then used to develop an SEA Framework of Objectives, which are presented in Table 3-1 below.

Table 3-1 – SEA Framework

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
Population & Equalities	<ul style="list-style-type: none"> Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender. The population of Bracknell Forest is predicted to increase in number resulting in a change in the age profile. Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction. With an increasing ageing population in Bracknell Forest, there is likely to be additional strain on the area's services and infrastructure. An ageing population could see an increase in the 65+ bus passes, which may result in cut backs in other areas. There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families. 	SA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes in the borough	<ul style="list-style-type: none"> Help to reduce inequalities, particularly for those people and communities most vulnerable? Improve access to services, facilities and transport for all inclusively (including disabilities, hidden disabilities, dementia, and autism)? Support diversity? Support population growth?
Human Health	<ul style="list-style-type: none"> The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. There are high levels of obesity across Bracknell Forest. There is a low uptake in walking, cycling and active travel despite the extensive active travel network. 	SA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, supporting active travel and encouraging healthy lifestyles.	<ul style="list-style-type: none"> Provide better access to healthcare, community and social care facilities? Promote healthier active lifestyles? Increase walking and cycling? Promote health enhancing environments, behaviours and

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> ■ Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. ■ Addressing poor air quality within Bracknell Forest is an important element of their respective climate emergency declaration. ■ The transport plan should maximise opportunities to enhance walking and cycling routes and encourage the use of active travel. This will help to improve both access and levels of physical activity. ■ There is a need for behavioural change, to support further uptake in active travel. ■ There will be an ongoing need to provide inclusive services in order to meet the needs of older residents. 		<p>activities for local communities?</p> <ul style="list-style-type: none"> ■ Help prevent risks to human health, which arise from noise and air pollution?
Economy & Employment	<ul style="list-style-type: none"> ■ The working age population is lower than the average and there are high levels of economic inactivity. ■ There is a low density of jobs within Bracknell Forest compared to regional and national averages. ■ The majority of commuters are still reliant upon cars. There is a lower than average uptake in active travel for commuting purposes. ■ There is the potential to improve connectivity between business which will help to improve access to the skills pool as well supporting improvements in productivity. ■ There is potential to improve transport systems to reduce strains and community distances to urban centres. ■ The impact of factors such as Brexit, Covid-19, new vehicle and energy technologies, disruptive digital 	SA3: To provide greater connectivity across Bracknell Forest to support key sectors, attract inward investment and support economic success.	<ul style="list-style-type: none"> ■ Support economic growth? ■ Support access to jobs and training opportunities? ■ Improve access to employment centres?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	technologies, changing working patterns and preferences and extreme climactic events will play a part in determining the types of transport investment which will most benefit the economy.		
Community Safety	<ul style="list-style-type: none"> As the population within Bracknell Forest increases there are expected to be a greater number of vehicles on the county's roads, which may result in an increase in the number of collisions and those KSI on roads. There are opportunities to increase the safety of active transport modes such as cycling and walking. Vulnerable road users such as cyclists and pedestrians are more likely to be casualties There are opportunities for LTP4 proposals to include designing out crime principles, particularly in those areas with high crime rates and crime deprivation. There is a need to engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users. Opportunities to improve the safety of active transport modes including cycling and walking, such as through design requirements for infrastructure <p>The plan should support the implementation of the Road Safety Strategy and a Safe Systems approach.</p>	SA4: To promote safe transport through reducing collisions, improving safety and reducing crime across the transport network.	<ul style="list-style-type: none"> Improve overall safety across the transport network? Ensure that residents feel safe, particularly after dark? Support designing out crime principles? Help reduce levels of crime deprivation? Improve road safety and reduce the number of people KSI on the roads
Biodiversity & Natural Capital	<ul style="list-style-type: none"> There are a wide range of statutory local, national and international sites designated for nature conservation in Bracknell Forest, which may be affected by increased transport infrastructure development. Habitats and wildlife corridors 	SA5: To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Bracknell Forest	<ul style="list-style-type: none"> Cause damage to locally and nationally designated sites through infrastructure provision, traffic or maintenance?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<p>outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development.</p> <ul style="list-style-type: none"> ▪ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. ▪ Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes. ▪ There is a need to work towards halting the decline in species abundance by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042. ▪ LTP4 presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale through the use of GI and biophilic design. These can be combined with priorities for wider ecosystems services benefits to deliver landscape wide environment gain for biodiversity and people. ▪ The LTP4 presents opportunities to achieve biodiversity net gain (BNG) through the development of its policies and schemes. ▪ There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport ‘soft estate’ alongside existing and new transport corridors in order to improve habitat connectivity. 	<p>SA6: To maintain and enhance the borough's biodiversity and the provision of ecosystem services from the county's natural capital.</p>	<ul style="list-style-type: none"> ▪ Maintain and enhance biodiversity in the region? ▪ Seek opportunities for at least 10% biodiversity net gain through green infrastructure? ▪ Increase provision of ecosystem services from the county's natural capital? ▪ Prevent fragmentation of habitats and promote ecological networks? ▪ Result in developments which will improve biodiversity on site?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
Landscape & Townscape	<ul style="list-style-type: none"> Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and townscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike. Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people. Climate change will also put pressure on the designations as new pests and diseases emerge and extreme weather increasing stresses on nature conservation. The design of transport infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise). LTP4 must consider the importance of landscape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape, and instead respects it. There is potential for transport to improve access to the countryside, to promote sustainable tourism and to 	SA7: To protect and enhance townscapes and landscapes of visual importance, including the rural environment and town centres.	<ul style="list-style-type: none"> Respect, maintain and strengthen local character and distinctiveness? Improve the quality and condition of the townscape and landscape? Incorporate green infrastructure into design? Protect and enhance the special character of the borough's woodlands?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	provide greater awareness of the natural environment.		
Historic Environment	<ul style="list-style-type: none"> There is potential for development to encroach on assets, particularly affecting the settings of assets through increased noise and visual effects. New and/or upgraded transport infrastructure across Bracknell Forest has the potential to affect the survival, fabric, condition and setting of cultural heritage assets (both above and below ground) in addition to increased pressure from population growth. Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This clearly has implications and can represent a significant constraint to future scheme design, which should respect, retain and protect the remains (e.g. through avoidance and redesign). Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through public transport to maximise appreciation and enjoyment of the historic environment. LTP4 should preserve and enhance the current settings of above ground heritage assets. 	SA8: To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.	<ul style="list-style-type: none"> Conserve and/or enhance heritage assets, their setting and the wider historic environment? Improve the quality and condition of the historic environment? Respect, maintain and strengthen local character and distinctiveness? Result in the loss of buried and unknown historic assets and artifacts? Enhance access to and/or appreciation of a heritage asset (or group of assets)?
Water Environment	<ul style="list-style-type: none"> The physical and chemical quality of water resources is an important aspect of the natural 	SA9: To Reduce the risk and vulnerability to flooding	<ul style="list-style-type: none"> Reduce the risk of flooding? Increase surface runoff?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<p>environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat.</p> <ul style="list-style-type: none"> ■ Of the 17 water bodies, just 6% are achieving ‘good’ status, falling far short of the WFD target. ■ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across Bracknell Forest. ■ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. ■ Upgrading existing infrastructure provides the opportunity to improve pollution control, include the reduction of litter. ■ New transport infrastructure could result in improved drainage, reducing discharge from roads and surface water flooding. ■ LTP4 should ensure that development in close proximity to a watercourse should include provision of natural, undeveloped buffer zones. ■ These can help contribute to natural flood management whilst also allowing access for maintenance and emergency works. ■ LTP4 could seek to incorporate sustainable urban drainage systems (SUDs) and GI requirements within new developments in order to adapt to climate change and counteract flood risk. GI can also reduce surface water runoff and have water quality co-benefits 	<p>SA10: To maintain and enhance water quality by reducing levels of pollution from the transport network</p>	<ul style="list-style-type: none"> ■ Result in the reduction of water quality? ■ Support the protection and enhancement of water bodies

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
Air Quality	<ul style="list-style-type: none"> ■ The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. ■ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. ■ Whilst electric cars should have positive effects for air quality in terms of NO2 reductions, there is concern that electric vehicles, which are currently heavier than ‘conventional’ vehicles, may generate more particulate (PM10) pollution from brake and tyre wear. ■ Air quality issues across Bracknell Forest can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality. ■ A modal shift to sustainable transport modes (public transport and active transport), must be an objective of the LTP4 to aid in reducing emissions and car dependency. 	SA10: To protect and enhance air quality by reducing NO2 emissions from the transport network.	<ul style="list-style-type: none"> ■ Support measures to reduce levels of air pollution? ■ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot-spots?
Climate Change & Greenhouse Gases	<ul style="list-style-type: none"> ■ Transport is the largest contributor to greenhouse gas emissions in the UK, with the largest contributor being domestic transport. ■ There is a need to ensure climate resilience of the transport infrastructure in Bracknell Forest. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit. ■ In rural areas of Bracknell Forest, particularly, where there are limited local facilities and fewer 	<p>SA11: Ensure that the Borough is resilient to the effects of climate change.</p> <p>SA12: To reduce greenhouse gas emissions across the transport network, support national and local decarbonisation initiatives and incorporate climate change</p>	<ul style="list-style-type: none"> ■ Support low carbon and energy efficient design? ■ Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)? ■ Support the council’s Net Zero ambitions?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<p>public transport services, many people are reliant on private transport which contributes to greenhouse gas emissions.</p> <ul style="list-style-type: none"> There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding. There is a need to support the continued increase in infrastructure to support the demand in electric cars, as well as the modal shift to more sustainable transport (active transport and public transport). There is a need to support the reduction of GHG emissions within the transport industry towards net-zero through the better provision of sustainable transport. Site selection should account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where road drainage may impact on water quality issues. 	adaptation to help maximise resilience.	<ul style="list-style-type: none"> Support low carbon, energy efficient design? Reduce levels of embodied carbon?
Noise	<ul style="list-style-type: none"> Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. 	SA13: To reduce exposure to transport related noise and vibration, including noise pollution and nuisance.	<p>Will the LTP4:</p> <ul style="list-style-type: none"> Support measures to reduce levels of noise pollution? Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> Increased noise exposure can also have negative impacts on designated sites including the National Landscapes, and other designated sites with road or rail noise reducing amenity within these areas. 		
Material Assets	<ul style="list-style-type: none"> Despite relative modernity, a lot of the existing highway infrastructure is ageing, and it is unlikely to be resilient to future climate trends. Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced. Recycling rates are currently lower than the national and regional averages. There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change. There is a continued increase in renewable energy supplies across the region, of which needs to be managed efficiently to ensure the capacity requirements of this transition are met. Resource efficiency is important in the reduction of waste and conservation of resources. The LTP4 could promote opportunities to support a green economy. There are opportunities for LTP4 schemes to incorporate renewable energy and expand the EV charging network. The LTP4 should incorporate resource efficiency and waste management measures. 	<p>SA14: To reduce the amount of waste produced and promote sustainable use of resources.</p> <p>SA15: To ensure the efficient use of land.</p> <p>ISA16: To ensure that transport infrastructure is protected, enhanced and increased to meet the demands of the population both now and in the future.</p>	<p>Will the LTP4:</p> <ul style="list-style-type: none"> Support the use of sustainable materials? Support the reuse of existing infrastructure? Promote a circular economy? Minimise the amount of waste? Support the use of brownfield land? Result in the loss of greenbelt? Protect and enhance land quality? Ensure that critical infrastructure is resilient to the effects of climate change?

SEA Objective	Issues & Opportunities	Proposed Objective	Supporting Appraisal Question – Will the LTP4...
	<ul style="list-style-type: none"> There is a need to ensure that transport infrastructure is resilient to the effects of climate change. 		


3.3 Methodology

Assessment of the Draft LTP4 and reasonable alternatives

- 3.3.1. In line with requirements, the SEA process has sought to identify, describe and evaluate the significant effects of the LTP4 and reasonable alternatives. This has been done by identifying the likely changes to the baseline conditions as a result of implementing the LTP4 and the reasonable alternatives to it. These changes are described (where possible) in terms of scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, likely or unlikely, frequent or rare. Where numerical information was not available, the appraisal has been based on professional judgement and with reference to relevant legislation, regulations and policy. More specifically, in undertaking the appraisal, consideration has been given to:
- baseline information including and key issues;
 - the likely activities and potential sources of effects associated with the construction and operation of transport infrastructure;
 - the regulatory framework;
 - the SEA objectives and guide questions (see Table 3-1); and
 - definitions of significance (see Table 3-2).
- 3.3.2. The three key themes and objectives, the Draft LTP4 as well as its reasonable alternatives, have been assessed against the SEA objectives on a topic-by-topic basis to identify likely significant environmental, social and economic effects using an appraisal matrix.
- 3.3.3. In line with the SEA Regulations, the SEA must detail which of the identified effects are likely to be significant (whether this is significantly positive or negative). The scoring system used in the appraisal and guidance on determining significant effects is summarised in Table 3-2 below.

Table 3-2 – SEA key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.

Symbol	Effect Significance	Description
	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

- 3.3.4. For each effect identified, a score will be given using the framework set out in **Table 3-1**. This will be undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements will be documented.

3.4 Appraisal of Secondary, Cumulative and Synergistic Effects

- 3.4.1. The SEA Regulations require that secondary, cumulative and synergistic effects are considered as part of the SEA. These are defined as follows⁸:
- **Secondary (or indirect)**: Effects that do not occur as a direct result of the LTP's implementation but occur at distance from the direct impacts or as a result of a complex pathway.
 - **Cumulative**: Effects that occur where several individual activities which each may have an insignificant effect, combine to have a significant effect. Examples of a cumulative effect resulting from the implementation of the LTP4 could include potential effects on a National Sites Network Sites where a habitat or species is vulnerable and the cumulative effects of disturbance and pollutant emissions arising from development and operation causes a significant impact. Cumulative effects will also include the potential effects (if

⁸ These terms are not mutually exclusive, often the term cumulative effects is taken to include secondary and synergistic.

any) of a proposed plan or activity under the plan and any other proposed plan and/or consented developments.

- **Synergistic:** Effects that interact to produce a total effect that is greater than the sum of the individual effects.

3.4.2. Through the appraisal of the LTP4, the methodology outlined earlier in this chapter, the cumulative effects of the LTP4 as a whole (intra-plan) and in-combination with other plans and programmes (inter-plan) have been considered. This has been appraised on a topic-by-topic basis to identify likely significant cumulative effects using an appraisal matrix and using the scoring system as outlined in **Table 3-2**.

3.5 Technical Difficulties

3.5.1. The following uncertainties have been noted when completing this Environmental Report and could then become material to the subsequent appraisal:

- the precise location of new development is unknown at this stage;
- the timing and delivery of new development is unknown at this stage;
- the detailed design of any development and associated infrastructure is unknown; and
- future changes to the social, economic and environmental baseline beyond those outlined are difficult to predict in light of the length of the plan period and lifespan of development.

4 Assessment of the LTP4

4.1 Introduction

- 4.1.1. The LTP4 is a long-term strategy, comprised of 22 policies and accompanied by 18 interventions/ actions. The policies and interventions/ actions are summarised earlier in this report (see Section 2.3).
- 4.1.2. An assessment of the plan, as a whole, against the SEA framework was carried and the findings summarised below. The full assessment of the LTP4 is presented in **Appendix C**.

4.2 Assessment of the LTP4

- 4.2.1. **Table 4-1** summarises the findings from the assessment of the interactions/actions. The full assessment can be found in **Appendix C**.

Table 4-1 – LTP4 Assessment Summary

SEA Objective	Residual significance
Population & Equalities	++/-/?
Human Health	++/-/?
Economy & Employment	+/-/?
Community Safety	++/?
Biodiversity & Natural Capital	+/-/?
Landscape & Townscape	+/-/?
Historic Environment	+/-/?
Water Environment	+/-/?
Air Quality	+/-/?
Climate Change & Greenhouse Gases	+/-/?
Noise	+/-/?
Material Assets	+/-/?

- 4.2.2. Significant positive effects were identified against the Population & Equalities, Human Health, and Community Safety SEA Objectives. Minor positive effects were identified for all the other SEA Objectives, this is largely due to the LTP4 policies, actions and interventions focusing on improving the transport network for the community, improving the local

economy and reducing negative environmental impacts from the transport network. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives.

- 4.2.3. No significant negative effects were identified against any of the SEA Objectives. Minor negative effects were identified for most of the SEA Objectives. These mostly derive from potential disruption caused during the construction stage of new or improved infrastructure development. In line with national and local planning policies it has been assumed that individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified against most of the SEA objectives. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.
- 4.2.4. Uncertainty has been identified for all the SEA Objectives. This is because the LTP4 does not detail the location, timescale, or scale of specific interventions, therefore the effects of these cannot be certain. However, it is expected that project level assessments will be undertaken to ensure no significant negative effects occur.

5 Cumulative Effects

5.1 Introduction

- 5.1.1. The SEA Regulations require that the cumulative effects of the LTP4 are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan).
- 5.1.2. Cumulative effects can arise when:
- Several individual policies and sites have a combined effect on an objective; or
 - Several policies and sites have insignificant effects individually but when combined, lead to significant effects.
- 5.1.3. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.
- 5.1.4. The consideration of how policies and interventions within the LTP4 may interact with each other (intra-plan) is presented in Chapter 4 and Appendix C.
- 5.1.5. This section presents the consideration of how the policies and interventions within the LTP4 may interact with proposals in other plans, programmes and projects (inter-plan effects).

5.2 Inter-plan cumulative effects

- 5.2.1. **Table 5-1** identifies the types of plans, programmes and projects that could result in interactions and therefore cumulative effects with the LTP4.

Table 5-1 – Sources of inter-plan cumulative effects

Summary of Plans
Regional and Sub-Regional
<p>Transport Strategy for the South East⁹</p> <p>This strategy is set out by Transport for the South East and outlines its strategic priorities for the area to 2050. It covers Berkshire, Hampshire, Surrey, Wesst Sussex, East Sussex,</p>

⁹ Transport for the South East, 2020, *Transport Strategy for the South East*. Available online at: <https://transportforthesoutheast.org.uk/app/uploads/2020/09/TfSE-transport-strategy.pdf> [accessed 09.08.24] [accessed 09.08.24]

Summary of Plans

Kent, Medway and the Isle of Wight. The strategy aims to grow the South East's economy by delivering a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improve the quality of life for all residents, and protect and enhance its natural and built environment. The strategy has been designed to support national, regional and local policies, and has three strategic goals:

- Economy: improve productivity and attract investment to grow our economy and better compete in the global marketplace.
- Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- Environment: protect and enhance the South East's unique natural and historic environment.

Central and Eastern Berkshire Joint Minerals and Waste Plan¹⁰

The Joint Minerals and Waste Plan covers Bracknell Forest Council, Reading Borough Council, the Royal Borough of Windsor and Maidenhead and Wokingham Borough Council. The plan is a strategic document that will guide decision-making and activities around mineral extraction and waste management until 2036.

Bracknell Forest Plans

Bracknell Forest Local Plan¹¹

Planning authorities within England are required to prepare a Local Plan to guide decision-making on future development proposals. Plans seek to identify the needs and opportunities of the area; identifying the scale and location of growth to be delivered across their respective administrative area.

The Bracknell Forest Local Plan (BFLP) is the principal planning policy document for the Borough and will guide development in the Borough up to 2037. The BFLP was developed to bring forward regional and national plans which relate to development.

Council Plan 2023 – 2027¹²

The Council Plan sets out the overall ambition and priorities for Bracknell Forest over a four-year period. The plan has three key priorities which are:

¹⁰ Central and Eastern Berkshire, 2023. *Central and Eastern Berkshire Joint Minerals and Waste Plan*. Available online at: <https://www.bracknell-forest.gov.uk/planning-and-building-control/planning/planning-policy/development-plan/minerals-and-waste> [accessed 09.08.24]

¹¹ Bracknell Forest Council, 2020, *Bracknell Forest Local Plan 2020-2037*. Available online at: <file:///C:/Users/GBEP126963/Downloads/APPENDIX%20A%20Bracknell%20Forest%20Local%20Plan%20for%20adoption.pdf> [accessed 09.08.24]

¹² Bracknell Forest Council, 2023, *Council Plan 2023-2027*. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2023-11/council-plan-2023-to-2027.pdf> [accessed 09.08.24]

Summary of Plans

- Engaged and healthy communities
- Thriving and connected economy
- Green and sustainable environment

Local Policies

Parks and Open Spaces Strategy¹³

This plan focuses on the management and development of parks and open spaces. This includes the management, function and access to greenspace. One of the strategies core priorities is to create links between existing parks and open spaces to extend green infrastructure networks.

Biodiversity Action Plan¹⁴

This plan aims to monitor, protect, and manage biodiversity within the borough.

Rights Of Way Improvement Plan¹⁵

The Countryside and Rights of Way Act (2000) requires that each highway authority produces a Rights of Way Improvement Plan (RoWIP). These plans have a 10-year life span and are intended to be a mechanism for improving the local network of public Rights of Way for all users – walkers, cyclists, horse-riders, horse and carriage drivers, vehicular users and those with mobility problems.

This plan aims to create accessible Public Rights of Way and greenspaces in Bracknell Forest; that provide opportunities for openair recreation and enjoyment of the area, and which supports wider interests including sustainable transport, the local economy, tourism, and health and wellbeing benefits.

Neighbourhood

Neighbourhood plans set out planning policies for a specific area and are written by the local communities that they represent, formalising the communities wishes for development of their neighbourhood in the planning system. They are used to decide

¹³ Bracknell Forest Council, 2012, *Parks and Open Spaces Strategy*. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2021-11/parks-and-open-spaces-strategy.pdf> [accessed 09.08.24]

¹⁴ Bracknell Forest Council, 2018, *Biodiversity Action Plan*. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2021-06/biodiversity-action-plan-2018-2023.pdf> [accessed 09.08.24]

¹⁵ Bracknell Forest Council, 2017, *Rights Of Way Improvement Plan*. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2021-06/rights-of-way-improvement-plan-rowip.pdf> [accessed 09.08.24]

Summary of Plans

whether to approve planning applications. Neighbourhood Plans must address development and use of land and conform with Local Plans.

There are six neighbourhood areas in Bracknell Forest¹⁶:

- Binfield Parish
- Bracknell Town
- Crowthorne Parish
- Sandhurst Town
- Warfield Parish
- Winkfield Parish

Water Resource Management Plans (WRMPs)

WRMPs are statutory documents that are required to be produced by water companies at least once every five years. WRMPs set out how a company will ensure that a secure supply of water is maintained for businesses and homes, while protecting the natural environment. Thames Water's WRMP is most likely to interact with the Bracknell Forest LTP4.

Nationally Significant Infrastructure Projects (NSIPs)

At the time of writing, 32 nationally significant infrastructure projects in the South East region were at various stages; two at pre-examination, eight at pre-application, one at examination, one at recommendation and 20 decided. The projects, their respective developers, and their status at the time of writing are outlined below:

- A27 Arundel Bypass -Highways England - Pre-application
- Botley West Solar Farm - Photovolt Development Partners (PVDP) on behalf of SolarFive Ltd - Pre-application
- Hampshire Water Transfer and Water Recycling Project - Southern Water Services Limited - Pre-application
- Oxfordshire Strategic Rail Freight Interchange - Oxfordshire Railfreight Limited - Pre-application
- Perrys Farm Hazardous Waste Management Facility - Peel Environmental - Pre-application

¹⁶ Bracknell Forest Council, *About Neighbourhood planning* Available online at: <https://www.bracknell-forest.gov.uk/planning-and-building-control/planning/planning-policy/neighbourhood-planning/about-neighbourhood-planning> [accessed 09.08.24]

Summary of Plans

- River Thames Scheme - The Environment Agency and Surrey County Council - Pre-application
- Sea Link - National Grid Electricity Transmission - Pre-application
- South East Strategic Reservoir Option (SESRO) - Thames Water Utilities Limited - Pre-application
- Cory Decarbonisation Project - Cory Environmental Holdings Limited (CEHL) - Pre-examination
- Stonestreet Green Solar - EPL 001 Limited - Pre-examination
- Gatwick Airport Northern Runway - Gatwick Airport Limited – Examination
- Rampion 2 Offshore Wind Farm - Rampion Extension Development Limited - Recommendation
- AQUIND Interconnector - AQUIND Limited - Decision
- Lower Thames Crossing - National Highways - Decision
- Cleve Hill Solar Park - Cleve Hill Solar Park Ltd - Decided
- Kemsley Paper Mill (K4) CHP Plant - DS Smith Paper Ltd - Decided
- Kentish Flats Extension - Vattenfall - Decided
- M20 Junction 10A - Highways England - Decided
- M25 junction 10/A3 Wisley interchange improvement - Highways England - Decided
- M25 junction 28 improvements - Highways England - Decided
- M3 Junction 9 Improvement - National Highways - Decided
- M4 Junctions 3 to 12 Smart Motorway - Highways Agency (now Highways England) - Decided
- Manston Airport - RiverOak Strategic Partners Ltd - Decided
- Navitus Bay Wind Park - Navitus Bay Development Limited - Decided
- Rampion Offshore Wind Farm - E.ON Climate and Renewables - Decided
- Richborough Connection Project - National Grid -Decided
- Slough Multifuel Extension Project - SSE Slough Multifuel Limited - Decided
- Southampton to London Pipeline Project - Esso Petroleum Company, Limited - Decided
- Thanet Extension Offshore Wind Farm - Vattenfall Wind Power Limited - Decided
- Thurrock Flexible Generation Plant - Thurrock Power Ltd - Decided
- Tilbury2 - Port of Tilbury London Limited - Decided

Summary of Plans

- | |
|---|
| <ul style="list-style-type: none"> Wheelabrator Kemsley Generating Station (K3) and Wheelabrator Kemsley North (WKN) Waste to Energy Facility - WTI/EFW Holdings Ltd - Decided |
|---|

5.2.2. **Table 5-2** outlines the likely significant effects of the identified plans, programmes and projects, in-combination with the LTP4, that have been identified against each of the SEA objectives.

Table 5-2 – Assessment of intra-plan cumulative effects

SEA Topic	Residual significance	Description of potential cumulative effects
Population & Equalities	++/-/?	Proposals in the LTP4 and other plans, such as the Bracknell Forest Local Plan and Neighbourhood plans, have the potential to interact and have cumulative effects on populations and equalities. In line with national and local planning policy it is assumed that there is suitable mitigation available to address any negative interactions between the LTP4 and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of policies aiming to improve accessibility for different genders, age groups and ethnicities could have positive cumulative effects on populations & equalities. The LTP's objective of <i>Engaged and healthy communities</i> aligns with the Transport Strategy for the South East's strategic goal of <i>Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone</i> and Bracknell Forests Council Plan 2023 – 2027 key priority of <i>Engaged and healthy communities</i> . This alignment of key objectives and priorities has the potential to result in a major positive effect if plans are delivered in coordination with each other.
Human Health	++/-/?	There is potential for interactions between the LTP4 and other plans, especially those involving new or improved infrastructure, to result in travel disruption and increased air and noise pollution, which may have a negative effect on human health. In line with national and local planning policy it is assumed that there is suitable mitigation available to address any negative interactions between the LTP4 and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of sustainable development that improves access to green infrastructure and greenspace could have positive cumulative effects on human health. The LTP4 aligns its objective of <i>Engaged and healthy communities</i> with the Transport Strategy for the South East's strategic goal of <i>Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone</i> and Bracknell Forests Council Plan 2023 – 2027 key priority of <i>Engaged and healthy communities</i> . This alignment of key objectives and priorities has the potential to result in a major positive effect if plans are delivered in coordination with each

SEA Topic	Residual significance	Description of potential cumulative effects
		other. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
Economy & Employment	+/-/?	The LTP4 has the potential to interact with the other plans to have both negative and positive cumulative effects on economy and employment. There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and timing of developments. Over the longer term, improvements to local infrastructure should have a positive impact on the economy and employment as access to sustainable transport improves. The LTP4 aligns its objective of <i>Thriving and connected economy</i> with the Transport Strategy for the South East's strategic goal of <i>Economy: improve productivity and attract investment to grow our economy and better compete in the global marketplace</i> and Bracknell Forests Council Plan 2023 – 2027 key priority of <i>Thriving and connected economy</i> . This alignment of key objectives and priorities has the potential to result in a minor positive effect if plans are delivered in coordination with each other.
Community Safety	++/-/?	Short term, temporary, negative cumulative effects on safety could be seen during the construction period if multiple developments take place in close proximity to each other, with overlapping construction periods. Increased construction traffic and congestion in a concentrated area could increase the risk of accidents on the road network. Cumulative positive effects could also be seen, as projects contribute to make a more reliable transport network and increase use of active travel routes and sustainable transport, reducing the number of private cars on the road and associated road traffic accidents. The LTP4 aligns its objective of <i>Engaged and healthy communities (particularly Objective 1.3 and 1.4)</i> with the Transport Strategy for the South East's strategic goal of <i>Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone</i> . This alignment of key objectives and priorities has the potential to cause major positive effect if plans are delivered in coordination with each other. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.

SEA Topic	Residual significance	Description of potential cumulative effects
Biodiversity & Natural Capital	+/-/?	Proposals in the LTP4 and other plans have the potential to interact and have cumulative effects on biodiversity. Particularly if they are constructed in close proximity, at the same time and with similar pathways for impacts to travel to the same receptor. However, national and local planning policies, including the Transport Strategy for the South East, and Bracknell Forest's Local Plan, Council Plan 2023 – 2027, and Biodiversity Action Plan seek to protect and enhance biodiversity, as a result, it is considered that significant residual, negative, cumulative effects are unlikely. There are likely to be opportunities to deliver a net gain for biodiversity; however, this is uncertain at this stage. The LTP4 aligns its objective of <i>Green and sustainable environment</i> with the Transport Strategy for the South East's strategic goal of <i>Environment: protect and enhance the South East's unique natural and historic environment</i> and Bracknell Forests Council Plan 2023 – 2027 key priority of <i>Green and sustainable environment</i> . The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
Landscape & Townscape	+/-/?	Policies in the LTP4 and other plans have the potential to interact and have cumulative effects on landscape, and townscape. There is potential for negative cumulative effects on townscape and landscape, if multiple developments were to take place in close proximity. National and local planning policies require proposals for development to protect and enhance the landscape, and townscape. As a result, it is considered that significant negative cumulative effects are unlikely. There is potential for cumulative positive effects, if appropriate design is utilised to improve the setting of, and access to green space, townscapes, and designated landscapes. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
Historic Environment	+/-/?	Proposals in the LTP4 and other plans have the potential to interact and have cumulative effects on the historic environment. Particularly if developments are constructed at the same time and within the setting of the same heritage asset (designated or non-designated). In line with national and local planning policy any proposal would be required to conserve and enhance the historic environment, including designated and

SEA Topic	Residual significance	Description of potential cumulative effects
		non-designated heritage assets. As a result, it is considered that significant negative cumulative effects are unlikely. There is also potential for positive cumulative effects to arise as improvements to the transport network could reduce the number of vehicles on the roads and also improve and encourage sustainable access to the historic environment. The Transport Strategy for the South East's strategic goal of <i>Environment: protect and enhance the South East's unique natural and historic environment</i> could have a minor positive cumulative effect with the LTP4 if the policies and plans implemented, support the same goals. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
Water Environment	+/-/?	The LTP4 has the potential to interact with development proposed through other plans and leading to both negative and positive cumulative effects on the water environment. There is potential for negative cumulative effects on water quality if multiple developments were to take place in close proximity or hydrologically connected to one another. Increased construction activity associated with multiple sites could lead to increased risk of pollution and negative effects on water quality through waste, dust, and runoff from construction sites. This could negatively impact both surface water and groundwater. However, national and local planning policies, require that any new development will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate. There may also be positive cumulative effects on water quality, as a result of traffic reductions, and reducing pollution load in runoff over the longer term.
Air Quality	+/-/?	If the construction of multiple developments take place in close proximity to one another, there is the potential for temporary negative cumulative effects as a result of increased dust and particulate matter as well as traffic, which could negatively impact air quality. The appropriate phasing of development would help to avoid the potential for cumulative negative effects during the construction phase. In line with national and local planning policies it can also be assumed that the negative impacts as a result of construction would be mitigated to ensure that there are no residual significant effects. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is line with other plans including the Transport

SEA Topic	Residual significance	Description of potential cumulative effects
		Strategy for the South East, Bracknell Forest Local Plan, Bracknell Forest Council Plan 2023 – 2027 and Neighbourhood plans that seek to deliver sustainable development with good access to homes, employment opportunities and facilities by sustainable transport modes. This could result in a minor positive cumulative effect on air quality through a reduction in traffic emissions during operation.
Climate Change & Greenhouse Gases	+/-/?	<p>The LTP4 has the potential to interact with the other plans to have both negative and positive cumulative effects on climate change. There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in increased greenhouse gas emissions from increased traffic. However, in line with national and local planning policy it is assumed that any proposals will be required to provide appropriate mitigation to ensure that construction related activities do not result in a residual significant effect.</p> <p>Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is in line with the LTP's objective of <i>Engaged and healthy communities</i> and the Transport Strategy for the South East's strategic goal of <i>Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone</i> that seek to enhance sustainable transport measures to improve access to homes, employment opportunities, facilities and greenspaces. This could result in a minor positive cumulative effect on climate change through a reduction in traffic related greenhouse gas emissions. Overall, it is considered that there is the potential for a minor long-term positive cumulative effect.</p>
Noise	+/-/?	<p>There is potential for temporary negative cumulative effects on noise pollution during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in an increased amount of noise pollution from construction activities as well as increased traffic noise. In line with national and local planning policies it is assumed that any proposals for development would seek to minimise impacts of noise pollution and that residual significant effects would therefore not occur. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private cars for journeys. The alignment</p>

SEA Topic	Residual significance	Description of potential cumulative effects
		of the LTP's objective of <i>Engaged and healthy communities</i> and the Transport Strategy for the South East's strategic goal of <i>Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone</i> that seek to improve access to sustainable transport measures could support a cumulative positive effect in reducing noise pollution if the plans are implemented cohesively, through a reduction in traffic related noise pollution. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of policies at the project level.
Material Assets	+/-/?	In the short-term, the delivery of development set out in the LTP4 and other plans will require the need for resources during construction. In line with national and local planning it is assumed that any proposals would seek to encourage the efficient and appropriate use of resources, including the use of secondary or recycled resources, where appropriate. There is potential for positive cumulative effects with policies in the LTP4 and other plans improving the transport network and ensuring it is well-maintained. These plans seek to utilise recycled and recyclable materials, contributing to a circular economy and meeting net zero targets. It is assumed that the options will all seek the efficient use of land, utilising brownfield land where available, in line with national planning policies.

- 5.2.3. The assessment found that minor negative and positive cumulative effects are likely against the majority of SEA objectives. In the short-term, the delivery of proposals set out in the LTP4 and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts, therefore, residual significant effects are unlikely.
- 5.2.4. In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network and increased active transport. Alongside this, the delivery of sustainable development proposed through other plans, programmes and projects is likely to have a minor cumulative positive effect. The residual positive effect for SEA Objectives relating to population, health and safety are predicted to be significant.

6 Assessment of Alternatives

6.1 Introduction

- 6.1.1. The SEA Regulations require an assessment of the plan, and its reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, only those that are realistic.

6.2 Identifying alternatives

- 6.2.1. As stated above, for any alternatives to be reasonable, they need to meet the objectives of the plan, which are set out in Chapter 2. Individual interventions/ measures cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.
- 6.2.2. Two reasonable alternatives to the preferred approach have been assessed, in line with the requirements of the SEA Regulations. These are a 'Business as Usual Approach' and a 'More Ambitions Approach'.
- 6.2.3. **Table 6-1** provides a summary of the reasonable alternative options identified for the LTP4.

Table 6-1 – Reasonable Alternatives for the LTP4

Options	LTP4 Theme: Engaged and healthy communities	LTP4 Theme: Thriving and connected economy	LTP4 Theme: Green and sustainable environment
<p>Option 1 Business as Usual</p> <p>Business as Usual has, during LTP3, tried to maximise the efficiency of the existing network whilst at the same time developing sustainable and active travel choices.</p> <p>Business as usual will become more difficult as national and local policy has changed - increasing focus on the decarbonisation of transport, with emphasis on ever-more sustainable planning and policy interventions.</p> <p>Maintaining the current levels of investment and the delivery of improvements or expansion to the transport network would require some investment and support.</p> <p>Continuing Business as Usual is a reasonable alternative, however, more can be done to maximise the outcomes and the benefits for Bracknell Forest. This would require more funding and a change to design solutions and or policy strengthening. Key stakeholders would have to support this.</p>	<p>Business as usual would continue the level of investment and maintenance from LTP3. No new objectives would be established.</p>	<p>Business as usual would continue the level of investment and maintenance from LTP3. No new objectives would be established.</p>	<p>Business as usual would continue the level of investment and maintenance from LTP3. No new objectives would be established.</p>

Options	LTP4 Theme: Engaged and healthy communities	LTP4 Theme: Thriving and connected economy	LTP4 Theme: Green and sustainable environment
<p>Option 2 The Preferred Approach</p> <p>The LTP4 comprises the preferred approach. The new policies are what Bracknell Forest Council can realistically and, with some degree of certainty, aspire to do with consideration to available funding, whilst also aiming to address climate change and therefore reduce carbon emissions from the transport network.</p>	<p>Objective 1.1: Establish inclusive access for all across our transport network</p> <p>Objective 1.2: Improve usage of active travel networks</p> <p>Objective 1.3: Create safer roads and lower instances of road traffic accidents</p> <p>Objective 1.4: Deliver high-quality public realm, supporting safe and connected communities</p>	<p>Objective 2.1: Create a transport network to support economic growth, and sustainable access to employment, education and skills training</p> <p>Objective 2.2: Embrace new technologies that enhance the quality and efficiency of transport networks and deliver a positive user experience</p> <p>Objective 2.3: Support the effective movement of freight across a variety of transport modes</p> <p>Objective 2.4: Effectively manage our highway assets in a sustainable way</p>	<p>Objective 3.1: Support decarbonisation of our transport network</p> <p>Objective 3.2: Reduce dependence on private car travel and enhance modal choice for all</p> <p>Objective 3.3: Ensure our local transport network protects and enhances the local environment, biodiversity, and air quality</p> <p>Objective 3.4: Encourage the uptake of zero and low emission vehicles</p>
<p>Option 3 More Ambitious</p> <p>In order to develop upon the preferred approach, a more ambitious plan would require several changes. As the scope for interventions would change, engagement, consultation, and design processes would need to be developed, and more funding would be required. Political and stakeholder willingness to engage with</p>	<p>Objective 1.1: Delivering inclusive access for all across our transport network</p> <p>Objective 1.2: Increase usage of all modes of</p>	<p>Objective 2.1: Create a transport network to maximises economic growth, and sustainable access to employment, education and skills training</p>	<p>Objective 3.1: Deliver the decarbonisation of our transport network by 2050</p> <p>Objective 3.2: Remove dependence on traditionally fuelled and private vehicles whilst decreasing kilometres</p>

Options	LTP4 Theme: Engaged and healthy communities	LTP4 Theme: Thriving and connected economy	LTP4 Theme: Green and sustainable environment
<p>design changes would be required for the benefit of all.</p> <p>To make inclusive design more than just a consideration the plan must meet the needs of all the community. Policies in a more ambitious LTP would become 'requirements' and not 'considerations'. This would ensure these changes were taken up and followed through. The policies would also have a much wider scope to allow for additional and wider considerations, such as:</p> <ul style="list-style-type: none"> • more crossings over roads for the very young, elderly, and less abled. • changes to signal technology for those in wheel chairs, recumbent bikes, visually impaired, or those who require greater crossing time etc. • The wider public realm becoming more inclusively designed, this could include more flexible and multi-use spaces and places. • Places for all people, not just vehicles or those willing or able to share with vehicles. <p>A More Ambitious Plan is a reasonable alternative. However, this option would require more funds, space, and on-going maintenance. Some interventions would need to come</p>	<p>active travel across the active travel network</p> <p>Objective 1.3: Create safer roads and aiming for zero instances of road traffic accidents</p> <p>Objective 1.4: Maximise delivery of high-quality public realm across the entire Borough, supporting safe and connected communities</p>	<p>Objective 2.2: Maximise the use of new technologies that enhance the quality and efficiency of transport networks and deliver a positive and attractive user experience</p> <p>Objective 2.3: Deliver the effective movement of freight across sustainable and efficient transport modes</p> <p>Objective 2.4: Maximise the management our highway assets in a sustainable and efficient way</p>	<p>travelled on the network, maximising modal choice for all including digital as a mode</p> <p>Objective 3.3: Maximise the opportunity for our local transport network to protect and enhances the local environment, biodiversity, and air quality</p> <p>Objective 3.4: Ensure and maximise the uptake of zero emission vehicles through the provision of associated infrastructure</p>

Options	LTP4 Theme: Engaged and healthy communities	LTP4 Theme: Thriving and connected economy	LTP4 Theme: Green and sustainable environment
centrally from National Highways or the Department for Transport and be funded centrally.			

6.2.5. The options above, were taken forward for assessment through the SEA process. The findings of the SEA are presented in **Table 6-2**.

6.3 Assessment of alternatives

6.3.1. Table 6-2 below sets out the findings of the assessment for the alternatives.

Table 6-2 – Assessment of alternatives

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
Populations and Equalities	+/-/?	++/-/?	++/-/?	<p>All three of the Options could, at varying scales, result in the delivery of new infrastructure, to increase the inclusivity, capacity and connectivity of the transportation network. At this stage the precise scale and location of proposed infrastructure development is unknown. In the short-term, the construction phase of such projects may negatively impact access to the transport network for some demographics, as works may result in temporary diversions, and increased traffic. As a result of increased funding and strengthened policy wording, Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption. It is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible. Therefore, a minor negative effect has been identified for all options.</p> <p>Option 2 is likely to have a positive effect. Policies in the Preferred Approach include measures to remove barriers to transport networks and improve infrastructure and safety to ensure that all members of the community feel safe and supported when accessing the transport network or using it to access other services. Option 3 would mean that</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>many of the LTP4 Policies would become requirements and not considerations. This provides more certainty in terms of the delivery of improvements to the transport network, which will help to improve inclusivity for all demographics, including disabled individuals and the elderly, as well as new accessible public realm and transport network infrastructure. This would likely result in a positive impact on populations and equalities by providing a high-quality transport system for all to access services and greenspace. It is likely that Option 3 would have a positive effect of greater significance than Options 1 and 2 due to increased funding and strengthened policy wording. However, a major positive effect has been identified for Options 2 and 3 due to the alignment of the LTP4 policies with inclusivity.</p> <p>Option 1 would result in limited change to the accessibility of the transport network, past the ongoing management and maintenance of the LTP3. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option 1 would result in a significant change to the accessibility of the existing transport network in Bracknell Forest. Therefore, a minor positive effect has been identified. At this stage the potential for minor positive and negative effects have been identified for Options 1 and a major positive effect for Options 2 and 3. All with an element of uncertainty given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.</p>
Human Health	+/-/?	++/-/?	++/-/?	All three of the Options could, at varying scales, result in the delivery of new infrastructure, to increase the inclusivity, capacity and connectivity of the transportation

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>network. At this stage the precise scale and location of proposed infrastructure developments and improvement is unknown. In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on human health. This is likely to be temporary and, in line with national and local planning policies, it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. As a result of increased funding and strengthened policy wording, Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption. In the longer-term, the measures will help to improve health and well-being with a minor positive effect.</p> <p>Positive effects are likely from Options 2 and 3 as sustainable transport measures are taken up by the community. Both Options will encourage increased utilisation of sustainable transport, which would likely lead to reduced pollution and particulate matter in the air which will benefit human health. There is also likely to be an increase in active travel and therefore improvement to the physical and mental health of those who utilise the travel network by walking or cycling. Option 3 would involve more public engagement and additional public realm improvements compared to Option 2. Therefore Option 3 is likely to have a positive effect with greater significance compared to Option 2. However, both Options are likely to have a major positive effect. There is uncertainty around whether the community would engage in proposed schemes within the borough, therefore uncertainty, has been identified for both Options.</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Option 1, Business as Usual, is likely to see the least impact on human health. However as national and local policy has changed over time, increased focus has been put on the decarbonisation of transport networks, with emphasis on ever-more sustainable planning and policy interventions. The general public are also becoming more aware of sustainability issues and may change their behaviours accordingly; this might include a transition to active transport and electric vehicles, which is likely to reduce air pollution over time. As a result of this, a minor positive effect is identified for Option 1. At this stage, the potential for minor positive and negative effects have been identified for Option 1 and major positives for Options 2 and 3. An element of uncertainty has been identified for all the options, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Economy & Employment	+/-/?	+/-/?	+/-/?	It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. The three options are expected to require investment, which may negatively affect the economy in the short term. Maintenance and operation of some of the proposed interventions are also likely to require investment. However, these improvements will likely return the investment over the medium to long term. In the short-term, during construction, the delivery of new or enhanced infrastructure could also result in disruption to the transport network and negatively affect access to employment. This is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use. Option 3 is

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption.</p> <p>Option 3 is likely to require more funding than Options 1 and 2, due to strengthened policy wording. This is likely to result in more infrastructure improvements and development of the public realm which would also require increased space, and maintenance, and therefore funding. However, with significant changes to the transport system, it is possible that in the longer-term, positive effects of greater significance are realised, with increased efficiency for commuters, and improved access to town centres and job centres where spending is likely to increase, and employment improve. Similar positive effects are expected from Options 1 and 2, but to a lesser degree. Option 2 representing the most likely positive outcomes with regards to the current level of expected funding.</p> <p>Options 1 and 2 are likely to require less spending, with Option 2 representing the best plan for what Bracknell Forest Council can realistically, and with some degree of certainty, do, with consideration to available funding. Option 1 representing a pathway that will require reduced spending compared to Option 2 but will not, therefore, produce the best outcomes in terms of positive effects and achieving the LTPs objectives. At this stage, the potential for minor positive and negative effects have been identified for all of the Options, with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
Community Safety	+/?	++/?	++/?	<p>All three of the Options could, at varying scales, result in an increase in investment in public, shared and active transport. The Options are also likely to contribute to the reduction of traffic on the roads. Therefore, all three Options are likely to improve community safety, at different scales, depending on the level of improvements proposed. Options 2 and 3 are likely to result in a positive effect of greater significance for community safety due to increased investment in improving the transport network compared to Option 1. This is likely to include projects focused on community safety such as safe crossings and reducing overall traffic on the road.</p> <p>Option 2 is likely to have a positive effect on this SEA topic, as many of the policies in the Preferred Approach aim to improve community safety. This is through measures such as educational schemes, identifying the areas with the highest incident count and prioritising improvement measures, improved lighting and security measures on public transport, and a reduction in vehicles on the road. Option 3 would result in a greater level of investment and stronger policy wording, setting out requirements rather than just considerations. This is likely to result in a greater scale of improvements to the existing transport network, reaching more areas than Option 2 and integrating communities with the wider sustainable and active transport network. This is likely to reduce the number of vehicles on the road and provide a wider area with sustainable transport measures, which would result in a significant positive effect for community safety. At this stage the potential for a minor positive effect has been identified for Option 1 and a major positive</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				effect for Options 2 and 3. All with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Biodiversity & Natural Capital	+/-/?	+/-/?	+/-/?	<p>It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. There are a number of sensitive receptors in the borough including Sites of Special Scientific Interest (SSSI) and Local Nature Reserves, that have the potential to be affected negatively by disturbance from proposed infrastructure. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. As a result, it is considered unlikely that the proposed options would result in a residual significant negative effect during construction or operation.</p> <p>Options 2 and 3 propose increased infrastructure implementation and improvement, with increased investment in public, shared, and active transport. Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. In the short-term increased infrastructure development could result in increased levels of disturbance during the construction phase; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant. In the longer-term Options 2 and 3 could result in less vehicles on the roads with indirect positive effects on this SEA topic through reduced disturbance from road vehicles and improved air quality. Conversely, enhanced and/ or additional</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>walking and cycling routes could result in increased physical disturbance if they pass through or improve access to sensitive receptors.</p> <p>Option 1 is likely to result in less infrastructure and improvements compared to Options 2 and 3. However, the Option will still involve increased investment in public, shared and active transport with similar, but reduced effects compared to Options 2 and 3. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, it is therefore difficult to identify any significant differences between the Options in terms of the nature and scale of effects. At this stage the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty.</p>
Landscape and Townscape	+/-/?	+/-/?	+/-/?	<p>It's assumed that all of the options could, at varying scales, result in the delivery of new or improved infrastructure and at this stage the precise scale and location of it is unknown. The construction stage of proposed infrastructure may negatively impact townscape and character, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption. In the longer-term, all three options are likely to improve the public realm and access to sustainable transport modes, to</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>different scales. This will help to reduce the number of vehicles on the road with minor positive effects on landscape and townscape.</p> <p>Option 2 is likely to have a positive effect on this SEA topic as many of the Preferred Approach policies are based around creating a healthy setting for communities, benefiting townscape and landscape. The Preferred Approach identifies the importance of protecting landscapes and greenspaces, such as Swinley Forest, Wildmoor Heath Nature Reserve and Lysander Park. Option 3 would mean that many of the Preferred Approach policies would become requirements due to increased funding and strengthened policy wording. This is likely to result in widespread improvements to the existing transport network, likely reaching more areas than Option 2 and integrating communities with the wider sustainable and active transport network. This may result in a positive effect for townscape and landscape by improving the quality of the public realm and people's connection to landscapes via sustainable modes.</p> <p>Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, it is difficult to identify any significant differences between the Options in terms of the nature and scale of effects. At this stage, the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty.</p>
Historic Environment	+/-/?	+/-/?	+/-/?	<p>It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In line with national and local planning policy it is assumed that the proposals would seek</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>to conserve and enhance the historic environment, including heritage assets (designated and non-designated) and their setting.</p> <p>Option 2 and 3 may result in more significant infrastructure improvements and developments compared to Option 1. In the short term, during the construction phase, this could result in increased levels of disturbance to heritage assets; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant. In the longer-term all the Options could result in less vehicles on the roads and improvements to the public realm, with Options 2 and 3 having a positive effect of greater significance compared to Option 1. This may have indirect positive effects on the historic environment through reduced disturbance and atmospheric emissions from road vehicles.</p> <p>Option 1 would result in limited change to the accessibility of the transport network, past the ongoing management and maintenance of the LTP3. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option 1 would result in a significant change to the existing transport network in Bracknell Forest. However, minor improvements in sustainable transport access and air quality from a reduction of vehicles on the road may result in a minor positive effects on the historic environment for this Option. Options 2 and 3 have the potential for positive effects on the historic environment through measures that seek to improve the public realm and connectivity. The Preferred Approach (Option 2) lays out several policies that aim to improve connectivity. Option 3 would mean that many of the Preferred Approach policies</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>would become requirements due to increased funding and strengthened policy wording. This may result in a wider reaching sustainable transport network, increasing access to historic assets.</p> <p>At this stage, the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.</p>
Water Environment	+/-/?	+/-/?	+/-/?	<p>It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. Where new development is proposed in close proximity to a waterbody or hydrologically connected to one, it could have impacts on the water environment. In the short-term this could indirectly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption. In line with national and local planning policies, it is assumed that any proposals will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate. New developments may also be at risk of flooding, depending on their location, however, it is assumed that new infrastructure would be directed away from high flood risk areas. Therefore, a minor negative effect</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>has been identified for all three options with some uncertainty due to a lack of information in terms of location and scale of infrastructure.</p> <p>Option 2 is likely to have a positive effect on this SEA topic, as many of the policies in the Preferred Approach aim to encourage active and sustainable transport and reduce overall traffic on the road. Option 3 would mean that many of the Preferred Approach policies would become requirements due to increased funding and strengthened policy wording. This could result in a greater scale and more widespread improvements to the existing transport network compared to Option 2. This may result in a decrease in vehicles on the road, which could have indirect positive effects for the water environment, through reduced pollutants entering watercourses. This may lead to improved water quality over the long term. There is also the potential for positive effects through the incorporation of sustainable drainage measures into new infrastructure which could contribute to the sustainable management of water. Options 2 and 3 will involve increased new and enhanced infrastructure that is likely to include SuDS; this could benefit the water environment by providing flood risk management, suitable drainage, and appropriate filtering of pollutants.</p> <p>At this stage it is difficult to identify any detailed differences between the Options. This is due to an element of uncertainty, given the strategic nature of the Options and lack of information in terms of location and scale of infrastructure. A minor positive effect has been identified for all three options with some uncertainty.</p>
Air Quality	+/-/?	+/-/?	+/-/?	It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown.

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>There could be temporary negative impacts on air quality during the construction phase of proposed infrastructure enhancement or developments as a result of dust and increased traffic. It is expected that best practice construction measures will be used to avoid or mitigate negative effects. Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater significance than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption. In line with national and local planning policies it is assumed that in the long term, any proposals would minimise impacts on air quality and seek to improve it where possible.</p> <p>Option 2 is likely to have a positive effect on this SEA topic, as many of the policies in the Preferred Approach aim to encourage active and sustainable transport and reduce overall traffic on the road. An increase in active and sustainable travel could also lead to a reduction in vehicles on the road, which is also likely to improve air quality in the borough. This could have a positive effect on air quality through a reduction of particulate matter and greenhouse gasses. Option 3 would mean that many of the Preferred Approach policies would become requirements due to increased funding and strengthened policy wording. This would likely result in more widespread improvements to the existing transport network, and a further reduction of vehicles on the road, which may result in a reduction of air pollutants across a wider area compared to Option 2.</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				At this stage, the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Climate Change & Greenhouse Gases	+/-/?	+/-/?	+/-/?	<p>It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. This could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions in the short-term. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts on climate change. As Option 2 and 3 are likely to involve the delivery of greater scale of infrastructure, compared with Option 1, the negative effects from construction on climate change and greenhouse gas emissions are likely to be more significant for Options 2 and in particular Option 3 in the short term. However, there is an element of uncertainty to the scale/ extent of these negative effects, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure. In the long term the implementation of the infrastructure is likely to have a minor positive effect on climate change, by providing improved infrastructure for sustainable and active travel, as well as reducing traffic congestion on the roads, this will likely lead to reduce carbon emissions over time.</p> <p>Option 1 would result in a more limited change to the existing transport network, past the ongoing management and maintenance of the LTP3. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option 1 would</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>result in significant positive effects with regards to climate change and greenhouse gas emissions. Therefore, a minor positive effect has been identified. Options 2 and 3 are likely to have a positive effect of greater significance compared to Option 1 as they would deliver a greater scale of improvements to the transport network, in particular improvements to sustainable transport modes and access to opportunities for active travel. Option 2 is likely to have a positive effect of less significance compared to Option 3, Option 3 would mean that many of the Preferred Approach policies would become requirements due to increased funding and strengthened policy wording. Therefore, Option 3 would likely result in more interventions and improvements to the existing transport network, which may result in larger reduction in vehicles on the road, and therefore a more significant reduction in greenhouse gas production in the long term.</p> <p>At this stage the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.</p>
Noise	+/-/?	+/-/?	+/-/?	<p>It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. This could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased noise pollution. However, in line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise pollution. Construction noise from operation of machinery will also contribute to negative impacts to this SEA topic. As Option 2 and 3 are likely to result in</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				<p>the delivery of more infrastructure, compared with Option 1, there is likely to be more noise pollution associated with these options. With Option 3 likely to have a negative effect of greater significance compared to the other options in the short term. However, there is an element of uncertainty to the extent of these negative effects, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.</p> <p>Option 1 would result in a more limited change to the existing transport network, past the ongoing management and maintenance of the LTP3. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option 1 would result in significant positive effects on noise pollution. However, in line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise pollution therefore a minor positive effect has been identified. Option 2 is likely to have a positive effect on this SEA topic, as many of the policies in the Preferred Approach aim to encourage active and sustainable transport and reduce overall traffic on the road. This could have a positive effect on noise pollution in the long term. Option 3 would mean that many of the Preferred Approach policies would become requirements due to increased funding and strengthened policy wording. This would likely result in more widespread improvements to the existing transport network, likely reaching more areas than Option 2, which may result in a reduction in noise pollution across a wider area. At this stage due to an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure a minor positive and minor negative effect have been identified for each Option.</p>

SEA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
Material Assets	+/-/?	+/-/?	+/-/?	<p>It's assumed that all three of the Options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. Construction associated with all three Options, and their maintenance during operation, is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted for all the Options. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction.</p> <p>A minor positive effect has been identified for Options 2 and 3 which will likely require key infrastructure to be assessed for whole life carbon impacts. This may result in increased material recycling in order to reduce whole life carbon. This is likely to have a minor positive effect over the longer term. Option 1 would not result in the implementation of any new policies as it is the Business as Usual alternative. However, in line with best practice, it is expected that, where possible recycled material will be used and waste will be recycled, therefore a minor positive effect has been identified.</p> <p>At this stage due to an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure a minor positive and minor negative effect have been identified for all of the Options.</p>

6.4 Outline reasons for selection or rejection of alternatives

- 6.4.1. Whilst Options 1 and 3 both represent reasonable alternatives to the Preferred Approach, they have not been selected. This is primarily because the Preferred Approach optimises the potential benefits of the LTP4 with regard to the expected, and realistic funding for implementing the policies and interventions in the plan.
- 6.4.2. Option 1 is unlikely to have a significant positive or negative effect against any of the SEA Objectives. A minor positive effect has been identified for the Community Safety SEA Objective; however, this is uncertain. Option 1 may result in the least cost plan; however, this may not result in the best outcomes for the community, and likely would not have a significant positive impact on reaching the LTP4's objectives.
- 6.4.3. Option 3 is likely to have a significant positive effect on the Populations and Equalities, Human Health, and Community Safety SEA objectives. Whilst this alternative option may result in significant positive effects, implementing large scale infrastructure to connect sustainable transport networks and improve the inclusivity of the public realm, would require additional funds, space, and on-going maintenance.

7 Monitoring and Next Steps

7.1 Introduction

7.1.1. This chapter sets out proposed monitoring measures and explains the next steps in the SEA process for the LTP4.

7.2 Monitoring

7.2.1. The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP4;
- Track whether the LTP4 has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP4.

7.2.2. **Table 7-1** below sets out some proposed monitoring measures. As there is some uncertainty with some of the elements of plans objectives, policies, and interventions, and what impact they may have on the SEA objectives, the monitoring measures may be updated to reflect any additional impacts.

7.2.3. Each year Bracknell Forest Council complete the Annual Travel in Bracknell (TiB) report, this is based on information collected from various sources on the transport network and includes data that covers bus, rail, cyclist, pedestrian and traffic movements. This report will be key in monitoring the long-term impacts of the LTP.

Table 7-1 – Proposed Monitoring Measures

SEA Objective	Key Performance Indicators	Targets
1. Populations and Equalities	<ul style="list-style-type: none"> • BFC indicator 3.3.1.KR Number of journeys across Thames Valley buses supported network • Department for Transport, Bus Statistics, Number of elderly and disabled concessionary passenger journeys on local buses (available on LGInform) • Department for Transport, Bus Statistics, Proportion of passenger journeys on local bus services taken by elderly and disabled concessionary passengers (Available on LGInform) 	<p>90,875 per quarter</p> <p>Aim to maintain or increase</p> <p>Aim to maintain or increase</p>

SEA Objective	Key Performance Indicators	Targets
	<ul style="list-style-type: none"> BFC indicator 1.4.6.PI Number of young participants in Bikeability cycle training 	280 per quarter
2. Human Health	<ul style="list-style-type: none"> BFC indicator 3.3.3.KR Green miles recorded through the eco-rewards scheme Department for Transport, Walking and cycling statistics, Proportion of adults who do any walking or cycling, for any purpose at least once per week (available on LGInform) Office for National Statistics, Census, Proportion of usual residents aged 16-74 who travel to work on foot Office for National Statistics, Census, Proportion of usual residents aged 16-74 who travel to work by bicycle 	<p>25,000 per quarter</p> <p>Aim for above England average</p>
3. Economy & Employment	<ul style="list-style-type: none"> BFC indicator 3.1.3.KR Number of publicly available charge points per 100,000 population BFC indicator 2.1.1.KR Unemployment rate of the working age, economically active population BFC indicator 2.2.3.KR Footfall within Bracknell town centre (percentage change since previous year) There are various indicators of the economic performance of the Borough which may be referred to within the BF Economic strategy. Higher economic performance or income may influence levels of traffic and movement within the Borough: 	<p>67.5</p> <p>2.9%</p> <p>101%</p>

SEA Objective	Key Performance Indicators	Targets
	<ul style="list-style-type: none"> https://www.bracknell-forest.gov.uk/business-information/bracknell-forests-thriving-and-connected-economy/bracknell-forest-economic-strategy-2024-2034/action-plan-update 	
4. Community Safety	<ul style="list-style-type: none"> Road safety statistics. 	A decrease in reported accidents associated with roads and the wider transport network.
5. Biodiversity & Natural Capital	<ul style="list-style-type: none"> Change in area of Local Wildlife Sites (LWS) and Local Geological Sites (LGS) each year. Condition status of SSSIs. BFC indicator 3.2.1.KR Suitable Alternative Natural Greenspace and other Open Space of Public Value secured (YTD) 	<p>Positive trend.</p> <p>3.25ha</p>
6. Landscape and Townscape	<ul style="list-style-type: none"> Number of transport related infrastructure permissions granted which are not in accordance with Bracknell Forest's adopted Local Plan Policy LP36. Number of transport related infrastructure permissions granted contrary to advice from Natural England. 	None
7. Historic Environment	<ul style="list-style-type: none"> Number of transport related infrastructure permissions granted contrary to advice from Historic England. Number of heritage assets included on the Heritage at Risk Register. 	<p>None</p> <p>Reduction in the number of heritage assets at risk</p>

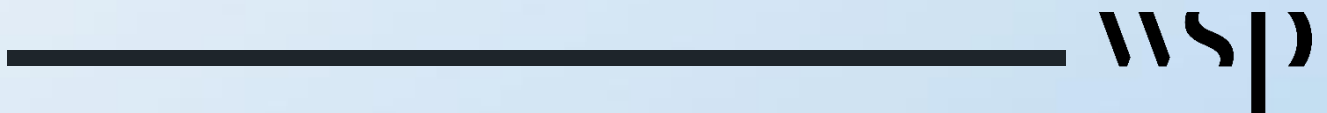
SEA Objective	Key Performance Indicators	Targets
8. Water Environment	<ul style="list-style-type: none"> Overall WFD status of water bodies in the Borough. 	No deterioration.
9. Air Quality	<ul style="list-style-type: none"> Local air quality monitoring 	Positive trend.
10. Climate Change & Greenhouse Gases	<ul style="list-style-type: none"> Number of transport related infrastructure permissions granted contrary to advice from the Environment Agency. 	None
11. Noise	No noise monitoring is statutorily undertaken in the Borough, however large infrastructure projects have an Appraisal Summary Report attached to them which outline the environmental impacts of the scheme	None
12. Material Assets	<ul style="list-style-type: none"> The loss of any areas that are safeguarded for minerals. 	None

7.3 Next Steps

- 7.3.1. This Environmental Report is presented for public consultation alongside the Draft LTP4. The representations received will be documented and considered in reviewing the proposals for the LTP4. Following this, a Post Adoption Statement will be produced that summarises how the SEA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP4 and will be issued as soon as is reasonably practicable after adoption.

Appendix A

Final Scoping Report



Appendix B

Assessment of the LTP4

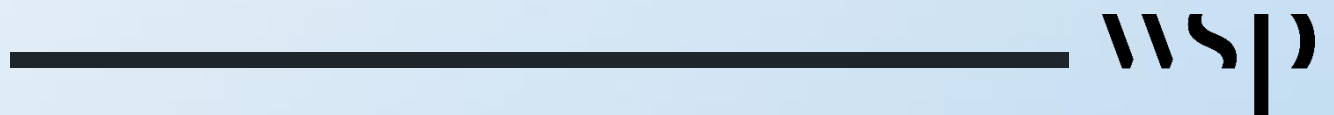


Table B-1 - Assessment of the Potential Effects of the LTP4 on Populations and Equalities

Description of Potential Effects	Residual Significance
<p>The LTP4 includes a number of objectives and policies that aim to increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes in the borough. In the short-term, the construction phase of schemes that propose new or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) may negatively impact access to the transport network for some demographics, as works may result in temporary diversions, as well as increased traffic. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified.</p> <p>Many of the LTP’s objectives and policies relate to the improvement of inclusivity and access for all ethnicities, genders and age groups. Objective 1.1 (Establish inclusive access for all across our transport network) will likely result in a positive effect for disabled members of the community by focusing on removing physical barriers and promoting accessibility to all modes of transport. Policy TP9 (Accessibility, inclusion and diversity) commits to “ensuring our transport network is accessible to the widest possible cross section of the population”. Measures included within this policy will likely result in a positive effect on different groups of the community by focusing on removing barriers to transport networks and improving infrastructure and safety to ensure that all members of the community feel safe and supported when accessing the transport network or using it to access other services.</p> <p>There is an increasing aging population in Bracknell Forest, which has potential to put a strain on certain services. The LTP4 identifies this as an issue and has included measures to alleviate the expected strain this will cause particularly within Policy TP5 (Buses) and Policy TP9. Alongside this, Policy TP21 (Digital as a mode) includes measures aimed to improve the elderly’s access to the transport network by increasing digital literacy, this is likely to have positive effects wider than access to transport.</p> <p>The LTP’s action plan includes several interventions/ actions that will likely positively affect populations and equalities. <i>Bus Service Improvement Plan measures</i> aim to enhance and develop the bus service, this includes new services for</p>	<p>++/-/?</p>

Description of Potential Effects	Residual Significance
<p>areas with new residential development. This will improve access to sustainable transport for families and single parent households. The action also aims to implement discounts for young people helping to encourage the demographic to use the bus service. The <i>building up confidence</i> aspect of the action will improve the quality of bus stops, with the addition of better lighting and live information. Improvements such as these may improve confidence and feelings of safety for service users. <i>The Access, Mobility and Travel Choice</i> action includes the running of engagement activities to promote sustainable transport for residents; activities such as guided walks may help promote a sense of community with those who partake. Improving signage will also make the borough more accessible for people who are unfamiliar with the area. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on populations and qualities, a major positive has been identified.</p> <p>It is predicted that there is the potential for an overall major positive and minor negative effect with an element of uncertainty.</p>	

Table B-2 - Assessment of the Potential Effects of the LTP4 on Human Health

Description of Potential Effects	Residual Significance
<p>In the short-term during construction, the delivery of new or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) could result in disturbance to communities with a negative effect on human health. This is likely to be temporary and, in line with national and local planning policies, it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. In the longer-term, the measures will help to improve health and well-being with a minor positive effect.</p> <p>Positive effects are likely as sustainable transport measures are taken up. A number of the LTP's objectives (e.g. objective 1.2 Improve usage of active travel networks and Objective 3.2: Reduce dependence on private car travel and enhance modal choice for all) and policies (e.g. Policy TP3: Walking, Policy TP4: Cycling, Policy TP5: Buses and Policy TP18: Rail) will encourage increased utilisation of sustainable transport, which would likely lead to reduced pollution and particulate matter in the air which will benefit human health. These policies are also likely to increase active travel and therefore improve the physical and mental health of those who utilise the travel network by walking or cycling.</p> <p>Policy TP8 (Creating a healthy setting) aims to work closely with the Bracknell Forest Wellbeing Strategy to integrate sustainable transport and wellbeing, including awareness campaigns on how active transport can positively impact wellbeing. This is also supported by Policy TP16 (Access to green space and Public Rights of Way) which aims to increase physical activity in greenspaces in the borough. Both of these policies are likely to improve the physical and mental health of those who partake. Policy TP10 (Supporting sustainable transport to education) is likely to have a positive effect on young people's health by encouraging the use of active transport, this will likely also have an indirect effect for parents travelling with their children. This is supported by the <i>Bikeability and Education work with Schools</i> action from the LTP's action plan, however, there is some uncertainty around uptake of these schemes within the borough.</p>	<p>++/-/?</p>

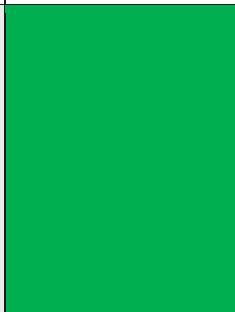
Description of Potential Effects	Residual Significance
<p><i>The Access, Mobility and Travel Choice</i> action includes the running of engagement activities to promote sustainable transport for residents; activities such as guided walks may help promote active travel and the health benefits it can have. <i>Dr Bike</i> sessions and <i>New and improved cycle routes</i> could encourage the use of bikes within the community which may improve uptake of cycling within Bracknell Forest. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on human health, a major positive has been identified.</p> <p>It is predicted that there is the potential for an overall major positive and minor negative effect with an element of uncertainty.</p>	

Table B-3 - Assessment of the Potential Effects of the LTP4 on Economy & Employment

Description of Potential Effects	Residual Significance
<p>Construction associated with measures that involve new and/ or enhanced infrastructure, (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) are expected to require investment, which may negatively affect the economy in the short term. Maintenance and operation of some of the proposed interventions are also likely to require investment. However, these improvements will likely return the investment over the medium to long term. In the short-term, during construction, the delivery of new or enhanced infrastructure could also result in disruption to the transport network and negatively affect existing businesses and access to employment. This is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use.</p> <p>The LTP4 includes objectives and policies that aim to provide greater connectivity across Bracknell Forest (e.g. Policy TP9: Accessibility, inclusion and diversity, Policy TP11: Delivering sustainable development, Policy TP13: Mobility hubs, and Policy TP19: Taxi, Community and Demand Responsive Transport). These policies are likely to support key sectors, attract inward investment and support economic success. One of the plans' three key objectives is "Thriving and connected economy" (Objectives 2.1 – 2.4), therefore this can be considered a key aim of the LTP4 and the councils overarching plan for the borough. The LTP4 will likely have a positive effect on efficiency for commuters through implementing improvements to the transport network. Actions such as <i>A new service with Wokingham Borough Council linking to Crowthorne railway station to provide more integrated travel in the Crowthorne area</i> should help improve connectivity for commuters in Bracknell Forest. The LTP4 is also likely to improve the local economy. For example, actions such as <i>Targeted free or discounted travel, e.g. free buses to town centre during Christmas period, or to encourage use of new or improved Sunday and evening services as new town centre and night economy continues to establish</i> are likely to encourage spending within the community and support for local businesses. It is expected that the LTP4 will have a positive effect on economy and employment by implementing an efficient transport network, improving access to employment areas, and reducing congestion at peak times.</p>	<p>+/-/?</p>



Description of Potential Effects	Residual Significance
It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.	

Table B-4 - Assessment of the Potential Effects of the LTP4 on Community Safety

Description of Potential Effects	Residual Significance
<p>Delivering safety improvements in Bracknell Forest, including dedicated cycle lanes, and infrastructure improvements, alongside improved accessibility to sustainable transport modes could lead to improved community safety. Objective 1.3 (Create safer roads and lower instances of road traffic accidents) aims to implement appropriate infrastructure improvements to improve road safety for pedestrians, cyclists and motorists. The LTP4 also contains policies that have elements to support community safety (e.g. Policy TP4: Cycling, Policy TP9: Accessibility, inclusion and diversity, Policy TP10: Supporting sustainable transport to education, Policy TP13: Mobility hubs, Policy TP15: Road safety and Policy TP22: Car and cycle parking.). Community safety is integrated into several of the LTP's policies, which is likely to have a positive effect on this SEA topic. Policy TP15 aims to improve road safety through educational schemes as well as identifying the areas with the highest incident count and prioritising improvement measures. This is supported by actions such as 'Speed Management Scheme Development - Subject to Annual Review' and 'Local Safety Schemes - Subject to Annual Review'. This is likely to have a positive impact over the short and medium term by ensuring that safety issues are identified, and measures put in place to resolve them. The LTP4 also includes policies to improve safety on public transport modes. TP9 aims to improve security and public safety throughout the transport network though improved lighting and security measures. This is likely to improve community safety and reduce crime in the areas where the measures are implemented.</p> <p>The LTP4 contains several proposed policies (e.g. Policy TP11: Delivering sustainable development, Policy TP15: Road safety, Policy TP19: Taxi, Community and Demand Responsive Transport and Policy TP20: Movement of freight) that are likely to reduce the number of vehicles on the road, which may have a positive effect on safety. Actions such as 'ensure that major new development provides convenient drop-off and pick-up infrastructure for community transport, and that stopping places are maintained where they are already in existence' is likely to encourage a move to sustainable transport measures in new development and reduce the number of individual commuters on roads at peak times. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on community safety, a major positive has been identified.</p>	<p>++/?</p>



Description of Potential Effects	Residual Significance
It is predicted that there is the potential for an overall major positive effect with an element of uncertainty.	

Table B-5 - Assessment of the Potential Effects of the LTP4 on Biodiversity & Natural Capital

Description of Potential Effects	Residual Significance
<p>The LTP4 includes measures to protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality in Bracknell Forest. A number of the LTP’s proposed policies and associated interventions/ actions support the delivery of new or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) and these are where significant effects are most likely to arise in relation to this SEA topic. Minor negative effects in the short-term are anticipated as there is potential for the construction of proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. There are a number of sensitive receptors in the borough including Sites of Special Scientific Interest (SSSI) and Local Nature Reserves that have the potential to be affected negatively by disturbance from proposed infrastructure. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. As a result, it is considered unlikely that the proposed measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified.</p> <p>There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Objective 3.3 (Ensure our local transport network protects and enhances the local environment, biodiversity, and air quality) aims to integrate green infrastructure and habitat restoration into the planning, design and operation of the Bracknell Forest transport network. This is likely to guide decision making towards positive biodiversity impacts. This is supported by Policy TP7 (Protecting the local environment) which will require BNG as part of new schemes and improve and protect biodiversity around existing transport networks; as well as by the action <i>Biodiversity Net Gain (BNG) and Sustainable Urban Drainage systems (SUDS) in new developments and in highway engineering schemes</i> which should improve cohesion between new transport infrastructure and BNG. Positive effects are also likely as sustainable transport measures are taken up. A</p>	<p>+/-/?</p>

Description of Potential Effects	Residual Significance
<p>number of the LTP's objectives (e.g. Objective 1.2 Improve usage of active travel networks and Objective 3.2: Reduce dependence on private car travel and enhance modal choice for all) and policies (e.g. Policy TP3: Walking, Policy TP4: Cycling, Policy TP5: Buses and Policy TP18: Rail) will encourage increased utilisation of sustainable transport, which would likely lead to reduced pollution and disturbance to local habitats and species. The LTP, particularly Policy TP16 (Access to green space and Public Rights of Way) and Policy TP8 (Creating a healthy setting) identifies the importance of greenspaces and the ecosystem services they provide. A minor positive effect is likely due to the LTP's aims to protect and enhance ecosystem services within the borough.</p> <p>It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.</p>	

Table B-6 - Assessment of the Potential Effects of the LTP4 on Landscape and Townscape

Description of Potential Effects	Residual Significance
<p>In the short-term, the construction phase of schemes that propose new or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) may negatively impact townscape character, as works may result in temporary disturbances, as well as increased traffic. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects on landscape and townscape. Objective 1.4 (Deliver high-quality public realm, supporting safe and connected communities) and Policy TP17 (Public realm and place making) propose improvements to the townscape by utilising pedestrian focused design and enhancing connectivity and accessibility. This is likely to have a minor positive effect on townscape.</p> <p>Policy TP16 (Access to green space and Public Rights of Way) and Policy TP8 (Creating a healthy setting) identify the importance of protecting landscapes and greenspaces, such as Swinley Forest, Wildmoor Heath Nature Reserve and Lysander Park. This is supported by the action ‘Biodiversity Net Gain (BNG) and Sustainable Urban Drainage systems (SUDS) in new developments and in highway engineering schemes’ which should improve cohesion between new transport infrastructure and landscapes. Policy TP11 (Delivering sustainable development) includes measures to ensure new development is in line with national and local guidance. This is likely to improve the townscape, as a focus on high quality public realm making and well-integrated sustainable transport will improve alignment between communities, transport, and spaces. A minor positive effect is likely due to the LTP’s aims to protect and enhance landscapes within the borough.</p> <p>It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.</p>	<p>+/-/?</p>

Table B-7 - Assessment of the Potential Effects of the LTP4 on Historic Environment

Description of Potential Effects	Residual Significance
<p>There are numerous designated and non-designated heritage assets within the borough. The LTP4 includes a number of measures that relate to the delivery of new or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) and these are where significant effects are most likely to arise, in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. However, due to the national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings, a significant negative effect is considered unlikely. A minor negative effect is identified in the short-term as a result of construction activities.</p> <p>A minor positive effect is likely to occur from objectives and policies that aim to protect the local environment. For example, Objective 3.3 (Ensure our local transport network protects and enhances the local environment, biodiversity, and air quality) aims to integrate environmental protection measures into planning, design, and operation of the transport network, to minimise adverse effects and maximise positive outcomes for the local environment. This is likely to include positive interventions with regard to the historic environment.</p> <p>The LTP4 contains several proposed policies (e.g. Policy TP11: Delivering sustainable development, Policy TP15: Road safety, Policy TP19: Taxi, Community and Demand Responsive Transport and Policy TP20: Movement of freight) that are likely to reduce the number of vehicles on the road, which may have a positive effect on this SEA topic, particularly with a reduction of disturbance from HGV's. The LTP4 also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and connectivity. This includes Objective 1.4 (Deliver high-quality public realm, supporting safe and connected communities) and Policy TP17 (Public realm and place making) which propose improvements to the transport network, using high quality design guidance which will prioritise sustainable travel options, this is supported by policies such as Policy TP13 (Mobility hubs). These</p>	<p>+/-/?</p>

policies and actions are likely to result in improved connectivity and accessibility to historic assets. This is likely to have a minor positive effect on townscape.

It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.

Table B-8 - Assessment of the Potential Effects of the LTP4 on Water Environment

Description of Potential Effects	Residual Significance
<p>Where new or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) is proposed in close proximity to a waterbody or hydrologically connected to one, these could have impacts on the water environment. In the short-term this could indirectly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate. Therefore, a minor negative effect has been identified with some uncertainty.</p> <p>The LTP4 proposes several policies that aim to protect and enhance the environment (e.g. Objective 3.3, Policy TP6, Policy TP7, Policy TP16, and Policy TP17) and one aspect of the <i>Highway Capacity and Roadspace Allocation</i> action <i>Biodiversity Net Gain (BNG) and Sustainable Urban Drainage systems (SuDS) in new developments and in highway engineering schemes</i>. These policies are likely to encourage protection of the water environment and ensure that new development does not create further water pollution or increase the likelihood of flooding.</p> <p>Positive effects are also likely as sustainable transport measures are taken up. A number of the LTP's objectives (e.g. Objective 1.2 (Improve usage of active travel networks) and Objective 3.2 (Reduce dependence on private car travel and enhance modal choice for all) and policies (e.g. Policy TP3: Walking, Policy TP4: Cycling, Policy TP5: Buses and Policy TP18: Rail) will encourage increased utilisation of sustainable transport, instead of cars, which would likely lead to reduced polluted run-off from roads to watercourses. Policies that promote greater outdoor activity may also positively affect the community's connection with the water environment. This depends upon a transition by the community from predominantly car travel to sustainable travel, therefore a minor positive has been identified, with some uncertainty.</p> <p>It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.</p>	<p>+/-/?</p>

Table B-9 - Assessment of the Potential Effects of the LTP4 on Air Quality

Description of Potential Effects	Residual Significance
<p>In the short-term, there could be temporary negative impacts on air quality during the construction phase of proposed infrastructure enhancement or developments (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network, implementing electric vehicle charging points, and enhancing access to sustainable transport modes will help to reduce traffic and the number of petrol and diesel vehicles on the road, with minor positive effects on air quality. However, this is uncertain at this stage.</p> <p>Objectives and policies in the LTP4 that encourage the uptake of electric vehicles (e.g. Objective 2.2, Objective 3.4, Policy TP2, Policy TP19 and Policy TP22) are likely to reduce air pollution and thus have a positive impact on air quality in Bracknell forest. This is supported by the three Electric Vehicle actions (Residential, car parks, hubs and strategic sites, and businesses and new development), which aim to fund and install EV charge points across the borough, this will make EV's more accessible to the community. Within the <i>Freight Management</i> intervention one of the proposed actions is <i>Explore opportunities for consolidation sites to allow freight, parcels and post to be delivered in a more sustainable manner around the Borough in 'last mile' solutions using electric vans, cargo bikes or other clean modes</i>, which would also improve air quality locally if implemented. However, the potential positive impact of the LTP4 depends upon a transition by the community from petrol and diesel vehicles to EV's, which are often more expensive than their fossil fuel-based counterparts. Therefore, a minor positive has been identified, with some uncertainty.</p> <p>An increase in sustainable travel could lead to a reduction in vehicles on the road, which is also likely to improve air quality in the borough. A number of the LTP's objectives (e.g. Objective 1.2 Improve usage of active travel networks and Objective 3.2: Reduce dependence on private car travel and enhance modal choice for all) and policies (e.g. Policy TP3: Walking, Policy TP4: Cycling, Policy TP5: Buses and Policy TP18: Rail) will encourage increased utilisation of sustainable transport, which could lead to reduced air pollution.</p>	<p>+/-/?</p>



Description of Potential Effects	Residual Significance
It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.	

Table B-10 - Assessment of the Potential Effects of the LTP4 on Climate Change & Greenhouse Gases

Description of Potential Effects	Residual Significance
<p>In the short-term during construction, the delivery of new or enhanced infrastructure, (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts on climate change. However, the strategy proposes improvements to EV charging infrastructure (Residential, car parks, hubs and strategic sites, and businesses and new development), digital accessibility (Policy TP21: Digital as a mode), as well as public transport and improved active travel infrastructure (e.g. Policy TP3: Walking, Policy TP4: Cycling, Policy TP5: Buses and Policy TP18: Rail). These interventions and policies are likely to reduce carbon emissions over the long term by providing the infrastructure for individuals to make sustainable transport decisions.</p> <p>One of the LTP's three overarching objectives is <i>Provide a green and sustainable environment</i>, the objectives under this (Objective 3.1 - 3.4) align the LTP4 with goals to reduce the boroughs impact on climate change. These are supported by policies within the plan (such as Policy TP1, Policy TP2, Policy TP6, Policy TP7, and Policy TP11). These objectives and policies aim to reduce Bracknell Forests impact on, and ensure its resilience to, climate change. To reduce greenhouse gas emissions across the boroughs transport network, the plan aims to reduce carbon emissions from vehicles, and design and develop new infrastructure to support the transfer of journeys to more sustainable modes where possible, and to zero emission vehicles where necessary. This alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes are likely to have a long-term minor positive effect on this SEA objective.</p> <p>It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.</p>	<p>+/-/?</p>

Table B-11 - Assessment of the Potential Effects of the LTP4 on Noise

Description of Potential Effects	Residual Significance
<p>Construction associated with measures that involve new and/ or enhanced infrastructure, (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) and their maintenance during operation is expected to result in the temporary generation of noise pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise pollution.</p> <p>In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise pollution in the borough. A number of the LTP's objectives (e.g. Objective 1.2 Improve usage of active travel networks and Objective 3.2: Reduce dependence on private car travel and enhance modal choice for all) and policies (e.g. Policy TP3: Walking, Policy TP4: Cycling, Policy TP5: Buses and Policy TP18: Rail) will encourage increased utilisation of sustainable transport, which would likely lead to reduced road traffic noise. This depends upon a transition by the community from predominantly car travel to sustainable travel, therefore a minor positive has been identified, with some uncertainty.</p> <p>The LTP4 also proposes objectives and policies that aim to improve the public realm, which will likely include designing new infrastructure, and enhancements to existing infrastructure, to minimise noise pollution from roads on sensitive receptors such as residential areas. This is supported by Objective 1.4 (Deliver high-quality public realm, supporting safe and connected communities) and Policy TP17 (Public realm and place making). This is likely to have a minor positive effect on noise pollution over the long term. Policy TP20 (Movement of freight) identifies the importance of ensuring that the design of new commercial development includes mitigation measures for noise and other types of pollution. This will benefit those working in these areas, as well as any nearby sensitive receptors.</p> <p>It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.</p>	<p>+/-/?</p>

Table B-12 - Assessment of the Potential Effects of the LTP4 on Material Assets

Description of Potential Effects	Residual Significance
<p>Construction associated with measures that involve new and/ or enhanced infrastructure (e.g. the Electric Vehicle, Systems Improvements, Bus Service Improvement Plan measures and Highway Capacity and Roadspace Allocation interventions) and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction. In line with national and local planning policy, it is assumed that any new or enhanced infrastructure would be built on brownfield land where possible. This would be in order to protect greenfield land and the assets it provides.</p> <p>Policy TP1 (Supporting decarbonisation) will require key infrastructure to be assessed for whole life carbon impacts, including emissions associated with construction, use, maintenance and demolition. This may result in increased material recycling in order to reduce whole life carbon. This is likely to have a minor positive effect over the longer term.</p> <p>It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.</p>	<p>+/-/?</p>



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