ATKINS

Slough Borough Council

Local Transport Plan 3

Strategic Environmental Assessment

SEA Statement

Plan Design Enable

Slough Borough Council

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Strategic Environmental Assessment

SEA Statement

March 2011

Notice

Atkins Limited

Document History

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Acronyms

AQAP	Air Quality Action Plan
AQP	Air Quality Partnership
AQMA	Air Quality Management Area
BAA	British Airports Authority
BQP	Bus Quality Partnership
BTP	British Transport Police
CO_2	Carbon Dioxide
DECC	Department of Energy and Climate Change
DfT	Department for Transport
EA	Environment Agency
EH	English Heritage
EqIA	Equality Impact Assessment
FQP	Freight Quality Partnership
GHG	Greenhouse Gases
HA	Highways Agency
HIA	Health Impact Assessment
HRA	Habitats Regulations Assessment
ITS	Intelligent Transport System
LTIP	Local Transport Implementation Plan
LTP	Local Transport Plan
NE	Natural England
NHS	National Health Service
SAC	Special Areas of Conservation
SAP	Special Protection Areas
SBC	Slough Borough Council
SCS	Sustainable Community Strategy
SEA	Strategic Environmental Assessment
SSD	Supplementary Strategy Document
UK	United Kingdom

1. Introduction

1.1 Background

The Strategic Environmental Assessment (SEA) of the Slough third Local Transport Plan (LTP3), incorporated Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Habitats Regulation Assessment (HRA).

Strategic Environmental Assessment (SEA) of LTP3 is required under European Directive 2001/42/EC *'on the assessment of certain plans and programmes on the environment'* (the 'SEA Directive'). A Health Impact Assessment (HIA) is required by a number of UK White Papers on public health strategy. Further emphasis has been given by the introduction of the Local Government and Public Involvement in Health Act 2007 and a specific requirement for HIA and EqIA in the Department for Transport (DfT) LTP3 guidance published in 2009. HRA is required by the Conservation of Habitats and Species Regulations 2010[1] implementing the European Council Directive 92/43/EEC on the Conservation of natural habitats and wild fauna and flora (the Habitats Directive).

The SEA for the Slough third Local Transport Plan (LTP3) began in January 2010. This SEA Statement is the last of four documents that have been produced as part of the process, the first being the Scoping Report and the second being the Draft Environmental Report and third being the Final Environmental Report.

The SEA process for the LTP3 has been carried out independently by Atkins Ltd for Slough Borough Council.

1.2 SEA Statement

The purpose of the SEA Statement is to describe:

- How environmental considerations have been integrated into the Final LTP3;
- How the Environmental Report has been taken into account in preparation of the Final LT3;
- How the opinions expressed in the consultation on Scoping Report and the Draft Environmental Report have been taken into account;
- The reasons for choosing the Final LTP3 as adopted, in the light of other reasonable alternatives considered; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP3.

The SEA Statement for the Slough Final LTP3 should be read together with the Final Environmental Report.

1.3 Final Slough LTP3

The development of LTP3 involved the review of LTP2 long term transport strategy that looked forward to the year 2011. The Final Slough LTP3 is made up of two documents:

- The Long-Term Transport Strategy up to 2026; and
- The Interim Implementation Plan 2011/12.

[1] From the 6th April 2010 the Conservation (Natural Habitats &c) Regulations 1994 and its many amendments have been consolidated into (and replaced by) the Conservation of Habitats and Species Regulations 2010.

1.3.1 Long-Term Strategy

The LTP3 Strategy Document describes Slough's aims and objectives for transport, the transport challenges facing Slough, in line with the shared vision for Slough from the Sustainable Community Strategy (SCS, 2008):

"People are proud to live in Slough where diversity is celebrated and where residents can enjoy fulfilling, prosperous and healthy lives"

To fulfil the vision, SBC derived local transport objectives, which are also consistent with DfT's Guidance on Local Transport Plans (July 2009) and the following DfT's five goals for transport:

1. Tackling climate change.
2. Quality of life and a healthy natural environment.
3. Better safety, security and health.
4. Supporting economic growth.
5. Equality of opportunity.

Slough's transport objectives set out what is expected from the transport systems to support the Council to achieve their broader goals. The transport objectives set out Slough's priorities for investment in transport in the future. The objectives will also allow Slough in the future to evaluate how well the objectives have been achieved, and which still yet to achieve. The LTP3 objectives have been grouped under the five themes of the SCS, as follow:

SCS Theme 1: Environment

- Help tackle climate change by reducing transport's CO_2 emissions.
- Mitigate the effects of travel and the transport system on the natural environment, heritage and landscape.

SCS Theme 2: Community Safety

- Reduce traffic accidents involving death or injury.
- Minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety.

SCS Theme 3: Health and Wellbeing

- Protect and improve personal health.
- Minimise the effect of high levels of noise.
- Achieve better links between neighbourhoods and to the natural environment.
- Improve the journey experience of transport users.

SCS Theme 4: Economy and Skills

- Ensure that transport helps Slough sustain its economic competitiveness.
- Encourage and facilitate the delivery of new housing.

SCS Theme 5: Community Cohesion

- Make the transport system accessible to all.
- Enhance social inclusion and regenerate deprived areas.

The Final long-term transport Strategy sets out an action plan to deliver the final LTP3 objectives. The action plan will be delivered within the context of striving for economic growth and prosperity and supporting local communities in a way that does not damage Slough's environment. The strategy has been divided into twelve components and each contains specific measures that will

be implemented to achieve SBC's local transport vision and objectives. The long term strategy components are:

- Accessibility measures;
- Cycling measures;
- Freight management measures;
- Intelligent Transport Systems;
- Network management;
- Parking policy and measures;
- Public transport measures;
- Road safety measures;
- Smarter choices measures;
- Walking measures;
- Improvements to Rights of Way; and
- Management of Slough's transport assets.

Table 1.1 shows how each component contributes towards achievement of several of the transport objectives. The table also shows that a package of measures is required to deliver each of the objectives. The objectives are grouped under the five themes of the SCS.

Further details on the strategy components can be found in the following LTP3 Supplementary Strategy Documents (SSDs):

- Accessibility Strategy;
- Cycling Strategy;
- Freight Strategy;
- Intelligent Transport Systems (ITS) Strategy;
- Network Management Plan;
- Parking Strategy;
- Public Transport Strategy;
- Road Safety Strategy;
- Smarter Choices Strategy;
- Walking Strategy;
- Rights of Way Improvement Plan; and
- Transport Asset Management Plan.

Table 1.1 - Transport objectives and strategy components

SCS Theme	Transport objective	Accessibility (AC)	Cycling (CY)	Freight management (FM)	ITS	Network management (NM)	Parking (PK)	Public transport (PT)	Road safety (RS)	Smarter choices (SC)	Walking (WK)	RoWIP (RoW)	Asset Management (AM)
	STRATEGY COMPONENTS ● Major contribution ○ Lesser contribution												
Community cohesion	Make the transport system accessible to all	●	○		○	●	○	●	●		●	●	○
	Enhance social inclusion and regenerate deprived areas	●	○			○		○	●		●	○	○
Health & wellbeing	Protect and improve personal health	○	●						○	●	●	○	
	Minimise the effect of high levels of noise			●		●		○					○
	Achieve better links between neighbourhoods and to the natural environment	●	●			○		○	●	●	●	●	
	Improve the journey experience of transport users	●			●	●	●	●	○	○			●
Community safety	Reduce traffic accidents involving death or injury	○	●			●			●	○	●		●
	Minimise the opportunity for crime, anti-social behaviour & terrorism and maximise personal safety	●	○				○	○			○	○	
Environment	Help tackle climate change by reducing transport's CO_2 emissions		●	○	○			●		●	●	●	
	Mitigate the effects of travel and the transport system on the natural environment, heritage and landscape		○			●	●				○	○	○
Economy & skills	Ensure that transport helps Slough sustain its economic competitiveness	●	●	●	●	●	●	●		●	●		●
	Encourage and facilitate the delivery of new housing	●	●			●	○	●	●	●	●	●	○

1.3.2 'Interim' Implementation Plan 2011/12

The Implementation Plan provides detail on exactly what the LTP3 intends to do, in other words how the LTP3 strategy translates to actual schemes and projects. Because the Implementation Plan is more detailed, and will change as projects are completed and funding changes, it will be updated more often. The Implementation Plans will cover three or four year periods of time, coinciding with the Government's spending review periods.

To align with this a single year 'Interim' Local Transport Implementation Plan (LTIP) covering the 2011/12 financial year has been produced. This means that the first full three year Implementation Plan will therefore cover the period from April 2012 until March 2015, and will then be replaced by a new plan for the next period. The purpose of this Interim LTIP is to show how the strategy will be delivered on the ground in the first year, 2011/12.

The Interim LTIP sets out the schemes and measures Slough intends to implement to achieve the LTP3 objectives, taking account of available finance and resources. The indicators that could be used to measure LTP3 performance have been considered. Also outlined is an assessment of programme and project risks, the steps to be taken to mitigate those risks and possible remedial measures should the risks materialise.

The strategy components have been grouped into five separate delivery packages based on those used in LTP2. These packages are not hard and fast and there is in practice interaction between the different components. They proved effective during the LTP2 period and provide continuity for programme management. The packages comprise:

- Demand management;
- Sustainable travel and accessibility;
- Traffic and network management;
- Road safety; and
- Asset management.

Table 1.2 shows how Slough proposes to distribute the available funding across the five packages to achieve the maximum contribution to LTP3 objectives. Also shown are the links between the packages and potential LTP3 indicators:

Table 1.2 - Capital and Revenue Programme for 2011/12 (First Year of LTP3 Period)

Delivery Packages	LTP Strategy Component/Toolbox	Programme (£000)		Indicators
		Capital	Revenue	
Demand management	•parking policy and measures PK •smarter choices measures SC •freight management measures FM	40	n/a	LTP2, LTP6, LTP8, NI 198, SL1
Sustainable travel and accessibility	•public transport measures PT •cycling measures CY •walking measures WK •improvements to Rights of Way RoW •accessibility measures AC	1,200	2,751	NI 175a, NI175b, NI 177, NI 178a, NI 198, LTP2, LTP3, LTP8, SL3, SL7, SL8, BV187
Traffic and network management	•Intelligent Transport System ITS •network management NM	224	337	NI 178a, LTP6, LTP8, SL6, SL7
Road safety	•road safety measures RS	524		NI 47, NI 48, BV99c, NI198, LTP3
Asset management	•highway re-configuration AM •routine highway maintenance AM • structural highway maintenance AM •drainage AM •street lighting AM	760	4,338	NI168, NI169, BV187, BV224b, LTP3, SL6, SL8, NI 198
	Total	**2,748**	**7,426**	

Note: Parking revenue dealt with as separate account.

As can be seen, Asset management takes up the largest proportion of the combined capital and revenue programme, amounting to over £5m. The second biggest share of the programme - almost £4m - is directed at sustainable travel and accessibility.

The funds have been allocated so as to ensure that the capital and revenue programme will work towards the achievement of the LTP3objectives.

1.4 Strategic Environmental Assessment

The EU Directive 2001/42/EC2 (the "SEA Directive") on assessment of effects of certain plans and programmes on the environment came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004[3] (the "SEA Regulations"). The SEA Regulations apply to a wide range of plans and programmes, including LTPs, and modifications to them.

The Department for Transport published updated draft guidance[4] in April 2009 on how to carry out SEA for transport plans and programmes in England in accordance with the Directive. In addition, *'A Practical Guide to the Strategic Environmental Assessment Directive'* by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, published in September 2005, provides guidance on how to comply with the Directive in an environmental assessment of a plan or programme. Both of these guides have been considered in the preparation of the SEA for the LTP3.

1.5 Health Impact Assessment

The DfT LTP3 guidance indicates that consideration of 'Human Health' is a legal requirement in a SEA and that an HIA is an integral part of a SEA to identify and inform health issues in Plans.

Undertaking an HIA as part of the SEA should provide an evidence base to help the decision making process in developing an effective LTP, and to mitigate the negative effects on health and well-being (whether physical and/or mental health). In addition, it should help:

- secure consistency between the LTP3 and work associated with Sustainable Community Strategies and Local Area Agreements;
- coordinate the public health concerns in respect of air quality, noise and climate change; and
- contribute to the wider agenda relating to quality of life and reducing health inequalities.

The HIA findings have been incorporated into the SEA process and presented as part of the Final Environmental Report.

1.6 Equality Impact Assessment

LTP3 Guidance requires an evidence-led Equality Impact Assessment (EqIA) to be completed to help inform the development of LTP3. This assessment is designed to ensuring that the LTP3 addresses any equality issues and takes account of the impacts the Plan may have on the local communities.

The 2009 LTP guidance states that:

"Local authorities have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment of their LTP. EQIA can help determine how an LTP affects different groups of people. DfT advises that an EQIA encompasses race, gender, disability, age, religion/belief and sexual orientation. As with SEA, it is important that EQIA is an integral part of devising an LTP. Working towards an early, evidence-based EQIA will help ensure LTPs address anti-discrimination and equalities legislation and take account of the impacts the Plan may have on the local community. The EQIA process should help inform an LTP accessibility strategy."

The EqIA findings have been reported separately in the EqIA report, which is appended to the Final ER (Appendix E). In addition, the key findings were integrated into and presented as part of the Final Environmental Report.

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[2] European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment
[3] Statutory Instrument 2004 No. 1663, The Environmental Assessment of Plans and Programmes Regulations 2004
[4] Transport Analysis Guidance 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance (2009)

1.7 Habitats Regulation Assessment

Appropriate Habitats Regulation Assessment (HRA) must be carried out where a LTP is likely to have a significant impact on a site designated under European legislation, including Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. The requirement arises from the Habitats Regulations (1994) implementing the Habitats Directive (02/43/EEC) and the Conservation (Natural Habitats) (Amendment) Regulations (2007). HRA is also required, as a matter of UK Government policy for potential SPAs (pSPA), candidate SACs (cSAC) and listed Wetlands of International Importance (Ramsar sites) for the purposes of considering plans and projects that may affect them.

DfT guidance (2009) states that:

'Local transport authorities need to consider if their LTP is likely to have a significant effect on a European site. If a significant effect is likely, the Plan must be subject to an appropriate assessment. Statutory environmental bodies should be consulted."

A preliminary HRA Review was undertaken of the consultation LTP3 Long-Term Preferred Strategy. The preliminary HRA Review did not find any likely significant effects arising from the Strategy Chapter and Natural England did not have any specific comments about the preliminary HRA Review. Detailed results were presented in a separate report.

After the public consultation on the Draft LTP3 Long-Term Transport Strategy, the HRA Review was updated to reflect the post-consultation LTP3 document, which included the Interim Implementation Plan (delivery packages and projects), and chapters 1- 7 of the Plan. The Review was undertaken to ensure that the HRA process has been considered throughout the development of the LTP3. The Review of the LTP3 took into account internationally designated nature conservation sites to ensure that the LTP3 could be produced to avoid impacts on these sites.

Following the HRA Review of the LTP3, it was considered that none of the objectives, delivery packages or projects would lead to likely significant effects on these three international sites.

However, as the objectives and several projects within the Implementation Plan are not site specific, the exact location of future developments arising from LTP3 is not known as yet. Once these details are available, in future implementation plans, a further review to determine if the Stage 1 (and possibly subsequent stages) of the HRA process is required, and to assess if any specific developments arising from LTP3 are likely to result in a significant impact to the international sites.

More details are presented as part of the updated HRA Review presented in a separate report. In addition, the key findings were integrated into and presented as part of the Final Environmental Report.

2. Overview of the SEA Process – Role of the SEA in developing the LTP3

2.1 Scoping Stage

The SEA started as the preparation of the LTP3 began and it has progressed concurrently in an iterative manner in order to feed back environmental and sustainability objectives and policies into the plan making process. The SEA has been used as a tool for improving the LTP3 formulation process from inception through production to adoption of the solutions included in the LTP3.

Initially, work undertaken for the Scoping Report in establishing the environmental and social, including health, baseline and identifying key environmental and social, including health, issues in the Slough area established opportunities and objectives. This had implications for the development of the LTP3 and played a key role in developing a framework set of objectives known as the SEA framework.

The SEA framework also includes health objectives to ensure the full integration of the assessment processes of HIA; EqIA objectives to ensure full integration of the assessment processes of EqIA, and one HRA objective to ensure full integration of the assessment processes of HRA, whilst meeting the requirements of the SEA Directive.

2.2 Compatibility Assessment between SEA and LTP3 Objectives

At the initial stages of developing the Draft LTP3 an analysis was undertaken to identify to what extent the Draft LTP3 objectives were compatible with the SEA/HIA/EqIA/HRA objectives contained in the SEA framework. This is detailed in Section 8 of the Final Environmental Report. The compatibility assessment indicated that overall LTP3 objectives were broadly compatible with the SEA/HIA/EqIA/HRA objectives with the exception of LTP3 objective 11 (make the transport system accessible to all) for which many potential conflicts were identified. However, there were a number of instances where compatibility would be dependent on implementation and could therefore not be ascertained with certainty at this stage. In addition, SEA objective 9, covering adaptation to climate change, was not been appropriately covered by the proposed set of LTP3 objectives. A number of recommendations were made to improve the potential for more sustainable implementation of the LTP3 objectives, which were reflected in the final LTP3 objectives.

2.3 Consideration of Strategic Alternatives

The SEA played a key role in identifying the reasonable alternatives considered in the development of the Final LTP3. Section 9 of the Final Environmental Report considers the analysis of alternatives, and should be read in conjunction with this SEA Statement.

In developing the Draft LTP3, four strategic alternatives were considered, the results of which are summarised below:

1. ***Strategic alternative 1*** **– Do Minimum -** Minimal Level of Investment and mainly as continuation of LTP2 Proposals and previous Strategies

2. ***Strategic alternative 2*** **– It's the Economy -** Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents

3. ***Strategic alternative 3*** **– Sustainable Travel Town -** Taking all Feasible Action to Reduce Transport's Contribution to Climate Change

4. ***Strategic alternative 4*** **– Hybrid Approach -** Strategic Alternative 3 plus additional schemes and measures that will protect and improve quality of life for Slough's

residents; will fulfil Slough's strategic role in Thames Valley and supporting growth; will raise the economic and social profile of Slough; and will achieve goals through reducing transport demand, not increasing supply

Each strategic alternative has a different level of emphasis on walking, cycling, public transport and road network improvements.

These strategic options were assessed against the SEA/HIA/EqIA objectives and the assessment identified the extent to which the proposed strategic options were considered to encourage sustainability. The assessment results are summarised below.

The assessment against the HRA objective was not been undertaken as the level of information available about the strategic alternatives was not sufficiently detailed to enable the identification and assessment of effects potentially associated with the strategic alternatives under consideration.

SEA, Including Health Specific

Overall, the performance of strategic alternative 1 was reasonably positive, with slight beneficial effects predicted against SEA objectives 12 (landscape and townscape), 16 (accidents) and 17 (crime and fear of crime). Slight adverse effects were identified in respect of SEA objectives 1 (greenhouse gases emissions) and 15 (health). There was also a considerable number of SEA Objectives against which a range of beneficial and adverse effects were predicted, including SEA Objectives 2 (need to travel and sustainable modes of transport), 3 (noise vibration and light pollution) and 4 (air quality). This aspect of the assessment indicated areas where a stronger commitment to pro-active measures in the LTP3 would deliver an enhanced sustainability performance.

The performance of strategic alternative 2 against the SEA Objectives was variable, comprising a large number of 'mixed' beneficial and adverse effects with no large or moderate effects that could be considered as capable of delivering significant alterations over the present situation. This alternative was considered to have slight beneficial effects predicted against SEA objectives 12 (landscape and townscape) 15 (health), 16 (accidents) and 17 (crime and fear of crime). Slight adverse effects were identified in respect of SEA objectives 1 (greenhouse gases emissions), 2 (need to travel and sustainable modes of transport), 4 (air quality) and 8 (water environment). Slight adverse effects were also predicted against SEA objective 10 (natural resources and waste), although more information was required on the location of the Western Rail Access to Heathrow (greenfield or brownfield land), which would enable the determination of the likely significance of the predicted effects. A range of beneficial and adverse effects was predicted against SEA Objective 3 (noise vibration and light pollution), The assessment recorded uncertain effects against SEA objective 9 (flooding) as more detailed information regarding location of the Western Rail Access to Heathrow was required. This means that this alternative was considered to offer less potential to deliver tangible change than other alternatives.

Overall, the performance of strategic alternative 3 is relatively positive, with moderate beneficial effects predicted against SEA Objectives 1 (greenhouse gases emissions), 2 (need to travel and sustainable modes of transport) and 4 (air quality) and slight beneficial effects predicted against SEA objectives 11 (renewable energy), 12 (landscape and townscape) 15 (health) and 16 (accidents), A range of beneficial and adverse effects were predicted for SEA objective 3 (noise, vibration and light), mainly due to the fact that, although this alternative was likely to encourage the use of more sustainable modes of transport, this would be counterbalanced by increases in bus use. Additionally, slight adverse effects were predicted against SEA objective 10 (natural resources and waste) as development of necessary infrastructure to promote walking and cycling, neighbourhood links and bus/rail interchange improvements, would inevitably lead to some resource use and waste generation. In summary, the performance of this alternative in terms of promoting sustainable travel and encouraging modal shift was supported; however, the alternative did not offer the optimum balance of broader measures to ensure the overall conformity of the LTP3 to the Core Strategy for Slough.

In terms of the specifics of the assessment, strategic alternative 4 was predicted to deliver moderate beneficial effects against SEA Objectives,1 (greenhouse gases emissions), 2 (need to travel and sustainable modes of transport), 4 (air quality), 12 (landscape and townscape), 15 (health), 16 (accidents) and 17 (crime and fear of crime). Slight beneficial effects were identified in respect of SEA objectives 3 (noise, vibration and light) and 11 (renewable energy). No large effects, either beneficial or adverse, were predicted against this alternative, however moderate adverse effects were predicted against SEA objective 10 (natural resources and waste), as some schemes would inevitably lead to resource use and waste generation when being developed.

EqIA

Strategic alternative 1 included the provision of walking and cycling infrastructure, improvements to public transport, traffic management schemes, speed limit reviews and local safety schemes. All of these measures would make improvements to the local environment that would encourage community cohesion, as well as providing some accessibility improvements across the Borough, hence improving access to jobs and training facilities. Improvements for disabled people would benefit those who currently are unable to use transport facilities, and reduce social exclusion. Therefore, this alternative provided some benefits to residents; however, due to a restricted level of funding, and the alternative focussing on a continuation of LTP2 proposals, it was unlikely to result in considerable benefits for local residents when considered in the context of the projected baseline case.

Strategic alternative 2 focused on access to labour and markets for businesses and jobs for residents. The measures included within this scheme focused upon improving the local road network, reducing congestion and making improvements to public transport links, hence improving access to, within and outside of the Borough. The proposed measures would also make improvements to the local environment, by means of traffic and congestion management and street lighting, which would therefore encourage more community cohesion by creating a more welcoming environment. Whilst there were some improvements to accessibility and potential to convey benefits based on the social profile of the Borough, there were no specific improvements to access to education and employment and, therefore, this alternative had a neutral effect on the attainment and inspiration levels of local residents.

Strategic alternative 3 aimed to encourage Slough to become a sustainable travel town, with a strong focus on climate change. The inclusion of travel plans, personalised travel planning, walking and cycling infrastructure and public transport improvements would help enhance community cohesion as well as improve accessibility. Accessibility improvements would provide opportunities to access education and training, although no specific schemes were included to raise the attainment and aspiration levels of residents.

Strategic alternative 4 aimed to improve the quality of life for Slough residents, as well as support economic growth and raise the social profile of the area. This alternative included a vast range of measures that would enhance the local area, including public realm improvements, speed limit reviews, security schemes, streetscape clean up, and street lighting, all of which would encourage people to travel and socialise more within their local area, and hence create the conditions to improve community cohesion. Specific improvements to access for the disabled, and security measures and public realm improvements in deprived areas would assist with ensuring that these groups were not socially excluded as a result of transport. Public transport improvements, as well as new routes, and a focus on access to strategic services, and jobs and skills would provide accessibility benefits as well as assist residents in gaining training and employment.

Summary

Generally, from an SEA (including Health objectives) and EqIA perspective, strategic alternative 4 was considered to be the most sustainable when compared to all the others – it was considered to offer the most wide-ranging benefits, with a particularly strong emphasis on meeting the needs of local residents when compared to the alternatives. In addition, strategic alternative 4 had the greatest potential to deliver benefits in terms of both sustainable transport and the optimisation of efficiency within the constraints of the existing network, in terms of accessibility by walking, cycling

and public transport, in terms of raising attainment and aspiration levels of residents, and in terms of creating cohesive communities.

Table 2.1 shows a summary of the significance of effects of each strategic alternative against the SEA objectives.

Table 2.1 - Assessment Summary for the Strategic Alternatives

SEA Objectives	Strategic Alternatives			
	Alternative 1 – Do Minimum	Alternative 2 – Economy	Alternative 3 – Sustainable Travel Town	Alternative 4 – Hybrid Approach
1	-	-	++	++
2	+/-	-	++	++
3	+/-	+/-	+/-	+
4	+/-	-	++	++
5	0	?	0	+/?
6	n/a	n/a	n/a	n/a
7	0	?	0	+/?
8	0	-	0	-
9	0	?	0	?
10	0	- /?	-	--/?
11	0	0	+	+
12	+	+	+	++
13	+	+	+	++
14	0	+	+	++
15	0	+	+	++
16	+	+	+	++
17	+	+	0	++
18	+	++	+	+++

Scale of Effect (SE):

+++ Large beneficial ++ Moderate beneficial + Slight beneficial
+/- Combination of beneficial and adverse 0 Neutral or no effects
--- Large adverse -- Moderate adverse - Slight adverse

Those effects which are either moderate or large are deemed to be significant

SEA/HIA/EqIA/HRA Objectives

1. Address the causes of climate change through reducing emissions of greenhouse gases
2. Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking
3. Reduce noise, vibration and light pollution from transport
4. Reduce air pollution and ensure air quality continues to improve
5. Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings
6. Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*
7. Identify, manage and protect habitats and species which are important on a national and local scale
8. Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management
9. Enable adaptation to the effects of climate change including the risk of flooding
10. Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste
11. Maximise the use of renewable energy and technologies and increase energy efficiency
12. Promote protection and enhancement of landscape and townscape character including the open spaces and Green Belt, promoting an increase in access to and provision of natural greenspace
13. Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*
14. To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*
15. Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*
16. Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*
17. Reduce crime and the fear of crime *(Health specific objective)*
18. Improve accessibility to key services, facilities and employment areas for all sectors of the community by public transport, walking and cycling (NI175) *(Equalities specific objective)*

2.4 Assessment of Draft LTP3 Preferred Strategy

Following on from the assessment of strategic options, a draft Preferred Strategy for the LTP3 was developed taking into consideration, where possible, the findings of the analysis of strategic alternatives. Consequently, Slough Borough Council took forward strategic alternative 4 (hybrid approach) to form part of the LTP3 Preferred Strategy as it was considered to be the most sustainable.

The LTP3 Preferred Strategy was assessed against the SEA framework and to enable the SEA process, the strategy was grouped by themes, based on similar aims and objectives, and subsequently divided into eight components for assessment, as follows:

- *Component 1:* Accessibility and Smarter Choices Measures
- *Component 2:* Cycling Measures
- *Component 3:* Walking and Rights of Way Improvement Measures
- *Component 4:* Freight Management Measures
- *Component 5:* Intelligent Transport Systems and Network Management
- *Component 6:* Parking Policy Measures
- *Component 7:* Public Transport Measures
- *Component 8:* Road Safety and Asset Management

The assessment was undertaken considering each component as a whole and was undertaken taking into account the SEA/HIA/EqIA objectives. Cumulative effects have also been taken into account as part of the assessment. An HRA review was undertaken of the Consultation Preferred Strategy and the results were presented in a separate report at a later stage.

The assessment results showed that the implementation of the LTP3 would successfully address a number of the key issues in the area. LTP3 could potentially significantly:

- Address the causes of climate change through reducing emissions of GHG,
- Reduce the need to travel by car and improve the efficiency of sustainable modes of transport,
- Reduce air pollution,
- Protect the historic environment, local landscape and townscape, and existing habitats and species that are important at a national and local scale,
- Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities,
- Raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally,
- Improve health and reduce inequalities,
- Reduce the number of accidents, reduce crime and the fear of crime, and
- Improve accessibility to key services, facilities and employment areas by public transport, walking and cycling.

The assessment results also showed that the implementation of LTP3 could result in some adverse effects, as it could potentially significantly:

- Result in a requirement for additional resources and increased waste production, and
- Result in severance within surrounding communities, which may include a degeneration of the walking and cycling environment, severance through increased traffic and hence less cohesive communities, and unreliability of public transport services due to increased traffic on the road network.

Table 2.2 shows a summary of the significance of effects of each component against the SEA/HIA/EqIA objectives.

2.5 Assessment of Final LTP3

Consideration of Draft Environmental Report Recommendations

As a result of the assessment of the Draft LTP3 Preferred Strategy, the Draft Environmental Report made a series of recommendations that aimed to improve the overall sustainability performance of the Draft LTP3. Table 2.3 lists the recommendations contained within the Draft Environmental Report and how these have been incorporated into the Final LTP3.

It is considered that the Final LTP3 does incorporate most of the SEA/HIA/EqIA recommendations made by the Draft Environmental Report. Some recommendations were not considered in the Final LTP3 mainly because:

- specific details of schemes will be set out in the LTP3 Implementation Plans; and
- some recommendations are already covered as part of the Supplementary Strategy documents to some extent.

Assessment of Final LTP3

A review of the summary effects of the draft LTP3 (Strategy and Interim Implementation Plan) was undertaken to ensure that any significant changes to the final LTP3 document were accounted for. This review also considered the Interim Implementation Plan's proposals. Table 2.4 below indicates the revised assessment score of LTP3's performance in relation to the SEA objectives. Enhancements in scoring have been observed in relation to the following assessment components:

1- Accessibility and Smarter Choices

• Performance against SEA objective 12 (landscape and access to natural greenspace) has been slightly enhanced from minor positive ('+') to moderate positive ('++') effects, as the SEA recommendation with regard to increasing accessibility to the natural environment has been taken on board.

2 - Cycling Measures

• Performance against SEA objective 2 (sustainable modes) has been slightly enhanced from minor positive ('+') to moderate positive ('++') effects, as the SEA recommendation with regard to incorporating considerations for cyclists in the design of all new interchanges has been taken on board. Additionally, the LTIP provides a detailed indication of the type and location of cycling measures to be supported in the first year of the LTP3 implementation.

3 - Walking and Rights of Way Improvement Measures

• Performance against SEA objective 2 (sustainable modes) has been enhanced from moderate positive ('++') to strong positive ('+++') effects, as the SEA recommendation with regard to incorporating considerations for pedestrians in the design of all new interchanges has been taken on board. Further, the LTIP indicates that SBC will work with the Local Access Forum on delivering the actions listed in the RoWIP, including digitised mapping of Public Rights of Way to show new routes and changes to the network; rights of way enhancements, provision of new routes, and further development of interactive mapping function on Slough website.

5- Intelligent Transport Systems and Network Management

• The inclusion of the contingency plans for dealing with traffic in face of incidences, road works, etc will help improve the local air quality. Therefore, the component's scoring against SEA objective 4 (air quality) enhanced from moderate positive ('++') to strong positive ('+++') effects.

• The LTIP shows that SBC will aim to complete the RTPI system in Slough and link it with the RTPI systems of neighbouring authorities. This will include roadside displays at the new and selected existing bus stops, an SMS texting service, information displays at key passenger

destinations, including main shopping and office areas and Wexham Park Hospital. This is considered to enhance the component's performance against SEA objectives 13 (the vulnerable) and 19 (accessibility for all) with scoring being revised from minor positive ('+') to moderate positive ('++') effects.

6- Parking Policy Measures

- The LTIP indicates that shows re-modelling the Slough station forecourt, bringing about a significant public realm improvement in the town centre, will form part of capital investment in 2011/2012. This delivers additional benefits against SEA objective 12, elevating the previously assigned score of moderate effects ('++') to strong effects ('+++').

8- Road Safety and Asset Management

- Performance against SEA objective 5 (heritage assets) may be slightly enhanced due to the inclusion of reference to consider heritage assets in the design of new transport infrastructure, although the previously assigned scoring of moderate positive effects ('++') is considered to remain valid.

- Performance against SEA objective 7 (habitats and species) and objective 8 (water quality) is likely to be improved, as the Final LTP3 recognises the importance of protecting the natural environment during planning, design and construction of new schemes. Further, the LTIP indicates that there will be investment spending on maintaining and improving drainage, including work on soakaways. Therefore, the scoring against the mentioned above objectives has been changed from minor negative effects to neutral effects, assuming that potential adverse effects will be proactively avoided or adequately mitigated.

- Performance against SEA objective 9 (climate change and flooding) is likely to be enhanced, due to the inclusion of a commitment to using construction as a means of introducing materials that are resilient to climate change.

- Performance against SEA objective 10 (prudent use of natural resources) is likely to be improved, as LTP3 will seek to use environmentally friendly construction materials and consider building any new highways as a 'last resort' once all manner of demand and traffic management has been implemented. Therefore, the assigned score has been revised from moderate negative ('--') to minor negative ('-').

- Performance against SEA objective 11 (renewable energy) is likely to be improved due to the inclusion of a commitment to utilise more efficient sources of energy, including renewables, in transport installation assets.

- Performance against SEA objective 12 (landscape and townscape) may be slightly enhanced due to the inclusion of additional emphasis on ensuring that works will be designed with the aim of minimising visual impacts and disruptions, although the previously assigned scoring of moderate positive effects ('++') is considered to remain valid.

Table 2.2 - Assessment Summary for the Draft Preferred Strategy

No	SEA/ HRA/ HIA/ EqIA Objectives	LTP3 Strategy Components							
		1	2	3	4	5	6	7	8
		Accessibility and Smarter Choices Measures	Cycling Measures	Walking and Rights of Way Improvement Measures	Freight Management Measures	Intelligent Transport Systems and Network Management	Parking Policy Measures	Public Transport Measures	Road Safety and Asset Management
1	Address the causes of climate change through reducing emissions of greenhouse gases	++	++	++	++	+	++	+++	0
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	++	+	++	++	++	+	+++	++
3	Reduce noise, vibration and light pollution from transport	0	+	+	+	+	+	+	++
4	Reduce air pollution and ensure air quality continues to improve	++	++	++	++	++	++	+++	+
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	+	0	+	+	++	+	+	++
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review was undertaken of the Consultation Preferred Strategy whilst the Draft Preferred Strategy and Draft Environmental were out for public consultation and the results presented in a separate report at a later stage.							
7	Identify, manage and protect habitats and species which are important on a national and local scale	+	++	+	+	+	+	-	-
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	-	+	0	-	0	0	-	-
9	Enable adaptation to the effects of climate change including the risk of flooding	-	+	0	-	0	0	+	+
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	+	-	+	-	-/0	+	--	--
11	Maximise the use of renewable energy and technologies and increase energy efficiency	0	0	0	+	0	0	0	0
12	Promote protection and enhancement of landscape and townscape character including the open spaces and Green Belt, promoting an increase in access to and provision of natural greenspace	+	++	++	+	++	+	++	++

No	SEA/ HRA/ HIA/ EqIA Objectives	LTP3 Strategy Components							
		1	2	3	4	5	6	7	8
		Accessibility and Smarter Choices Measures	Cycling Measures	Walking and Rights of Way Improvement Measures	Freight Management Measures	Intelligent Transport Systems and Network Management	Parking Policy Measures	Public Transport Measures	Road Safety and Asset Management
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	+++	+	+++	--	+	+	++	+
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	++	+	+	+	0	0	++	0
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	+++	+++	+++	+	+	+	+++	+
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	+	+++	++	+	++	++	++	+++
17	Reduce crime and the fear of crime *(Health specific objective)*	0	++	++	+	++	++	++	+++
18	Improve accessibility to key services, facilities and employment areas for all sectors of the community by public transport, walking and cycling (NI175) *(Equalities specific objective)*	+++	++	+	-	+	0	+++	+

Scale of Effect (SE):

+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects
--- Large adverse -- Moderate adverse - Slight adverse

Those effects which are either moderate or large are deemed to be significant

Table 2.3 - Consideration of the Recommendations contained in the Environmental Report

Recommendation of the Environmental Report	How the recommendation is reflected in the Final LTP3
SEA, including Health	
Accessibility and Sustainable Modes of Transport, Including Public Transport, Walking and Cycling	
Inclusion of a reference to considering heritage assets in the design of new transport infrastructure, both in terms of routeing and the impact on setting, could deliver increased benefits against SEA objective 5.	The Final LTP3 recognises the importance of protecting the cultural environment. The following has been added: '*The planning, designing and construction of new schemes developed during LTP3 will seek to protect and enhance both the urban and natural environment, to ensure that important habitats, green spaces and* ***heritage sites*** *are protected, and that other local environmental concerns are mitigated.* *Details of specific schemes will be contained in LTP3 Implementation Plans. Impacts on* ***heritage****, green spaces or habitats will therefore be assessed during early development of any scheme*.'
The provision of details with regard to the way in which the LTP3 will improve modal choices to access greenspace and is likely to increase the benefits against SEA objective 12.	Achieve better links to the natural environment, including open and green spaces is one of the key objectives of the LTP3. The Final LTP3 makes a commitment to increase access to the natural environment. '*Complementing the pedestrian route and corridor approach adopted during LTP2 we will develop a walking network across Slough which maximises the 'permeability' of the town by connecting residential areas and transport hubs with employment and shopping areas, other key services and facilities and* ***giving access to the natural environment****'.* Additionally, specific details of schemes will be set out in the LTP3 Implementation Plans.
The performance of the LTP3 strategy against SEA objective 2 and HIA objective 17 could be augmented through the inclusion of a reference to considering cycling as a key mode within proposals for the enhancement of transport interchanges, thus ensuring that appropriate provision for safe and secure cycle storage is made, as well as appropriate attention paid to accessing interchanges by cycle.	The recommendation is now reflected as part of the Final LTP3: *'We will ensure that proper provision is made for pedestrians and cyclists in the design of all new interchanges.'*
The LTP3 could benefit from greater clarity in terms of the planned provision of new routes for a range of transport modes. Therefore, it is recommended	Route maps have not been included in the Final LTP3 as the plan only includes existing maps. As and when schemes are defined these will be set out in LTP3

Recommendation of the Environmental Report	How the recommendation is reflected in the Final LTP3
that a route-map be added to the Plan to improve clarity and deliver increased benefits against SEA objective 2.	Implementation Plans. The consolidation of a digitised version of the Definitive Map of Public Rights of Way to show new routes and changes to the network is one of the measures to be delivered as part of the Interim LTP3 Implementation Plan.
Additional emphasis could be placed on the importance of considering improved accessibility by walking, cycling and public transport to existing heritage assets and natural greenspace, and on the importance of restricting parking within sensitive historic areas, thus increasing performance of SEA objectives 5 and 12.	Although improved accessibility by walking, cycling and public transport to existing heritage assets and natural greenspace is not specifically mentioned, the Final LTP3 makes a commitment to increase accessibility to the natural environment. Additionally, the Final LTP3 recognises the importance of protecting the cultural and natural environments: *'The planning, designing and construction of new schemes developed during LTP3 will seek to protect and enhance both the urban and natural environment, to ensure that important habitats, green spaces and heritage sites are protected, and that other local environmental concerns are mitigated.* *Details of specific schemes will be contained in LTP3 Implementation Plans. Impacts on heritage, green spaces or habitats will therefore be assessed during early development of any scheme.'*
Natural Environment	
Inclusion of a commitment to maintaining Greenfield run-off rates in the development of new infrastructure, combined with a commitment to ensure that the design of infrastructure is sensitive to the avoidance of disturbance to flora and fauna is likely to increase the benefits against SEA objectives 7, 8 and 9.	Although the Final LTP3 does not specifically include a commitment to maintaining Greenfield run-off rates in the development of new infrastructure, it does recognises the importance of protecting the natural environment. It also emphasizes that impacts on the natural environment, including greenspaces and habitats will be assessed during early development of any scheme.
Additional emphasis could be placed on the importance of considering the creation of wildlife sites and corridors as part of the walking strategy and RoWIP. Reference should be made to the need for the design of new provision to take the needs of biodiversity into consideration (e.g. avoid disturbance and intrusive lighting) – this could potentially deliver additional benefits against SEA objective7.	Although the Final LTP3 does not specifically include additional emphasis on the importance of considering the creation of wildlife sites and corridors as part of the walking strategy and RoWIP, it does recognise the importance of protecting the natural environment. It also emphasizes that impacts on the natural environment, including greenspaces and habitats will be assessed during early development of any scheme.
The LTP3 could include a greater level of detail regarding targeted improvements to the noise environment, specifying key locations and the way in which the Plan will contribute to Noise Action Planning, increasing this way performance of SEA objective 3.	The Final LTP3 does not include greater level of detail regarding targeted improvements to the noise environment, specifying key locations and the way in which the Plan will contribute to Noise Action Planning. However, one of the key objectives of the plan is to minimise the impact of noise and the Final LTP3 already

Recommendation of the Environmental Report	How the recommendation is reflected in the Final LTP3
	commits to reduce traffic noise and presents measures that will help to deliver this objective. Additionally details of specific schemes will be set out in LTP3 Implementation Plans, along with detailed measures to reduce noise or mitigate high levels of noise.
The LTP3 should recognise the opportunities to use the ITS/ network management interventions and maintenance programmes as a means of introducing renewable energy to transport installations and incrementally improving the energy efficiency of the road network, thus increasing the benefits against SEA objective 11.	The recommendation is now reflected as part of the Final LTP3: *'As part of our wider carbon reduction strategy we will:* *(...)* - *Utilise more efficient sources of energy, including renewables, in transport installation assets such as signals and variable messaging signs when they are due for replacement.'*
The LTP3 should make a commitment to using construction as a means of introducing materials that are resilient to climate change and introducing additional green infrastructure as part of the proposed schemes, where appropriate – this is linked to SEA objective 9.	The Final LTP3 makes a commitment to using construction as a means of introducing materials that are resilient to climate change: '*We will seek to use environmentally friendly construction materials and those which are more resilient to the effects of climate change.'* The recommendation to introduce additional green infrastructure as part of the proposed schemes is not reflected in the Final LTP3. However, specific details of schemes will be set out in the LTP3 Implementation Plans.
Built Environment	
Additional emphasis could be placed on the importance of ensuring that road freight movement avoids historic areas, where practicable – this is linked to SEA objective 5.	Although the Final LTP3 does not place any emphasis on the importance of ensuring that road freight movement avoids historic areas, where practicable, it does commits to work with the freight industry to improve facilities and minimise the impact of heavy good vehicles. Specific details of schemes will be set out in the LTP3 Implementation Plans.
Inclusion of additional detail regarding the specific streetscene and public realm enhancements and junction improvements likely to be delivered in the Plan period. Additional emphasis could be placed on ensuring that works are designed with the aim of minimising visual impacts and disruptions, especially in sensitive historic areas, increasing this way performance of SEA objectives 5 and 12.	Additional emphasis was placed on ensuring that works will be designed with the aim of minimising visual impacts and disruptions: *'All new traffic management schemes, especially those in conservation and other sensitive areas, will be assessed for their ability to improve the attractiveness of the street scene, rather than detract from it. Good highway design will be required in new development.* ***Works will be designed with the aim of minimising visual impacts and disruptions****.'* The Final LTP3 does not contain further detail regarding the specific streetscene and public realm enhancements and junction improvements likely to be delivered in

Recommendation of the Environmental Report	How the recommendation is reflected in the Final LTP3
	the Plan period. However, specific details of schemes will be set out in the LTP3 Implementation Plans.
In addition to the recommendation above, the best practice of emergency contingency planning should also be applied to the planning of temporary maintenance disruptions to minimise the impacts of works.	The Final LTP3 refers to the *Slough's Network Management Plan* that sets out contingency plans for dealing with traffic in the face of incidences, road works and other problems arising on the road network. In addition, specific details of schemes will be set out in the LTP3 Implementation Plans.
EqIA	
The LTP3 could benefit from a review of access to training and education establishments across the Borough, specifically in light of the range of training available, skills required and the proportion of job seekers.	The recommendation to include a review of access to training and education establishments across the Borough, specifically in light of the range of training available, skills required and the proportion of job seekers is not reflected in the Final LTP3. This is due to the fact that it is already covered in the Accessibility Supplementary Strategy document to some extent which the LTP3 refers to.
The LTP3 could benefit from a specific access issue assessment for key destinations. As accessibility (in terms of location of services) is good within Slough, it is important to look at other accessibility issues, therefore an assessment could look at whether current travel options are sufficient (i.e. are bus stops located in the right place, is there relevant information at each public transport stop, does timetabling match peaks in demand etc).	The recommendation to include a specific access issue assessment for key destinations is not reflected in the Final LTP3. This is due to the fact that details of these types of intervention are already covered in both the Public Transport and Accessibility Supplementary Strategy documents.
The LTP3 could benefit from a cycle audit to look at access to specific employment and education sites within the Borough, with a focus on looking at cycling infrastructure / environment in deprived areas, access to specific employment and education sites within the Borough. Access to key services should be emphasised in terms of ensuring that they are as accessible as possible by cycling.	The recommendation to include a cycle audit to look at access to specific employment and education sites within the Borough, with a focus on looking at cycling infrastructure / environment in deprived areas, access to specific employment and education sites within the Borough is not reflected in the Final LTP3. This is due to this being addressed in the Cycling and Accessibility Supplementary Strategy Documents. In addition, specific details of schemes will be set out in the LTP3 Implementation Plans. The Final LTP3 does present more emphasis on increased accessibility by cycling and walking.
The LTP3 could benefit from walking audits to examine the walking infrastructure/ environment in key destinations, specifically in deprived areas, in and around key employment and education establishments and in and around other key destinations in the Borough.	Walking audits will be carried out on proposed pedestrian links. Particular schemes will be set out in LTP3 Implementation Plan but will be aligned to the priority links set out in the Accessibility and Walking Supplementary Strategies documents.
To enhance the opportunities arising from the SIFE scheme, it may be	This will be taken into account in LTP3 Implementation Plans, where more detail will

Recommendation of the Environmental Report	How the recommendation is reflected in the Final LTP3
prudent to identify skills needed at the site so that if training is required, local residents can be trained for these employment opportunities before the site is open.	be included.
The LTP3 could benefit from ensuring that, within controlled parking zones and car free residential areas, provision should be made for blue badge holders, as these residents are often reliant on cars for their journeys.	The recommendation to ensure that, within controlled parking zones and car free residential areas, provision should be made for blue badge holders, as these residents are often reliant on cars for their journeys is not reflected in the Final LTP3. This is due to the fact it is already covered in the Parking Supplementary Strategy document.

Table 2.4– Revised Assessment Summary of LTP3 Long-Term Strategy and Interim Implementation Plan

No	SEA/ HRA/ HIA/ EqIA Objectives	LTP3 Components							
		1	2	3	4	5	6	7	8
		Accessibility and Smarter Choices Measures	Cycling Measures	Walking and Rights of Way Improvement Measures	Freight Management Measures	Intelligent Transport Systems and Network Management	Parking Policy Measures	Public Transport Measures	Road Safety and Asset Management
1	Address the causes of climate change through reducing emissions of greenhouse gases	++	++	++	++	+	++	+++	0
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	++	++	+++	++	++	+	+++	++
3	Reduce noise, vibration and light pollution from transport	0	+	+	+	+	+	+	++
4	Reduce air pollution and ensure air quality continues to improve	++	++	++	++	+++	++	+++	+

No	SEA/ HRA/ HIA/ EqIA Objectives	LTP3 Components							
		1	2	3	4	5	6	7	8
		Accessibility and Smarter Choices Measures	Cycling Measures	Walking and Rights of Way Improvement Measures	Freight Management Measures	Intelligent Transport Systems and Network Management	Parking Policy Measures	Public Transport Measures	Road Safety and Asset Management
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	+	0	+	+	++	+	+	++
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	The HRA Review concluded that LTP3's objectives and the delivery packages and projects in the implementation plan have no likely significant effect on the South West London Waterbodies SPA/Ramsar site, Windsor Great Park SAC and Burnham Beeches SAC.							
7	Identify, manage and protect habitats and species which are important on a national and local scale	+	++	+	+	+	+	-	0
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	-	+	0	-	0	0	-	0
9	Enable adaptation to the effects of climate change including the risk of flooding	-	+	0	-	0	0	+	++
10	Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste	+	-	+	-	-/0	+	--	-
11	Maximise the use of renewable energy and technologies and increase energy efficiency	0	0	0	+	0	0	0	+
12	Promote protection and enhancement of landscape and townscape character including the open spaces and Green Belt, promoting an increase in access to and provision of natural greenspace	++	++	++	+	++	+	+++	++
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	+++	+	+++	--	++	+	++	+

No	SEA/ HRA/ HIA/ EqIA Objectives	LTP3 Components							
		1	2	3	4	5	6	7	8
		Accessibility and Smarter Choices Measures	Cycling Measures	Walking and Rights of Way Improvement Measures	Freight Management Measures	Intelligent Transport Systems and Network Management	Parking Policy Measures	Public Transport Measures	Road Safety and Asset Management
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	++	+	+	+	0	0	++	0
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	+++	+++	+++	+	+	+	+++	+
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	+	+++	++	+	++	++	++	+++
17	Reduce crime and the fear of crime *(Health specific objective)*	0	++	++	+	++	++	++	+++
18	Improve accessibility to key services, facilities and employment areas for all sectors of the community by public transport, walking and cycling (NI175) *(Equalities specific objective)*	+++	++	+	-	++	0	+++	+

3. Consultation in the SEA process (incorporating HIA, EqIA and HRA)

Two consultation periods are required by the SEA Regulations. The first, for the Scoping Report, involves consulting the statutory consultation authorities comprising the Environment Agency, Natural England and English Heritage. The second, for the Draft Environmental Report, involves consulting those same organisations and the wider public. Further information is provided below.

3.1 Scoping Report

The Scoping Report was the subject of consultation between 26th April and 28th May 2010. The report detailed:

- The plans, policies and programmes relevant to the LTP3.
- Environmental, social and health baseline information.
- The key environmental, social and health issues and problems facing the area.
- A framework of objectives and indicators based on the tasks above, to be used in the SEA assessment process ("The SEA Framework").

The following stakeholders were consulted on the SEA Scoping Report, which incorporated HIA and EqIA:

- Environment Agency
- English Heritage
- Natural England
- South East Public Health Observatory
- Berkshire East Primary Care Trust (PCT)
- Thames Valley University – Faculty of Health and Human Science.

No comments were received from the Scoping Report consultation.

3.2 Environmental Report

Two versions of the Environmental Report have been prepared, as follows:

- Draft Environmental Report – published alongside the Draft LTP3 for public consultation; and
- Final Environmental Report – published alongside the Final LTP3.

The Draft Environmental Report and Draft LTP3 were the subject of public consultation from 10th November 2010 until 21st January 2011. The Draft Environmental Report, which included the information contained in the Scoping Report, presented the assessment of effects of the LTP3 strategic alternatives and of the LTP3 preferred strategy, proposed mitigation measures and recommendations to improve the environmental performance of the LTP3, and proposed a preliminary monitoring programme for the significant effects identified by the SEA. The following stakeholders were consulted on the Draft Environmental Report and Draft LTP3, which incorporated HIA and EqIA:

- Natural England
- The Environment Agency
- English Heritage
- Highways Agency

- Arriva the Shires
- Beeline
- BAA
- Royal Borough of Windsor and Maidenhead
- Bracknell Forest Borough Council
- Wokingham Borough Council
- Reading Borough Council & Berkshire Strategic Transport Forum
- Buckinghamshire County Council
- London Borough of Hillingdon
- Network Rail
- Passenger Focus
- Slough Local Access Forum
- Community Safety and Partnership Inspector
- SEGRO plc
- South East Public Health Observatory
- Surrey County Council
- Transport for London
- Thames Valley Chamber of Commerce Group
- Thames Valley Safer Roads Partnership
- Thames Valley University
- West Berkshire Borough Council
- Slough Council for Voluntary Service
- First Great Western
- Parking Contractor Manager

No comments were received from the Draft Environmental Report consultation.

3.3 HRA

The preliminary HRA Review undertaken of the consultation LTP3 Long-Term Preferred Strategy was subject to consultation with Natural England and Natural England did not have any specific comments about the preliminary HRA Review.

After the public consultation on the Draft LTP3 Long-Term Transport Strategy, the HRA Review was updated to reflect the post-consultation LTP3 document and sent to Natural England for any further comment. Natural England did not have any specific comments on the updated HRA Review.

4. Monitoring Requirements

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

SEA monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effect (beneficial or adverse) being monitored. It can be used to answer questions such as:

- Were the assessment's predictions of environmental effects accurate?
- Is the LTP3 contributing to the achievement of desired environmental objectives?
- Are mitigation measures performing as well as expected?
- Are there any adverse effects? Are these within acceptable limits, or is remedial action required?

A preliminary monitoring programme was proposed in the Draft Environmental Report. This preliminary programme has now been finalised. Table 4.1 contains the final monitoring programme for the LTP3 for those effects deemed to be significant. It has been considered that monitoring of individual schemes/ proposals would be addressed at a project level hence the monitoring programme concentrates on the overall effects of the LTP3 on a given objective rather than on a specific scheme/ proposal. In addition, the proposed programme does not address the location where such monitoring would take place as this aspect will need to be analysed in the further development of the monitoring programme.

Table 4.1 outlines indicators to be used, the current source of monitoring data and frequency of monitoring (if currently collected), the suggested frequency of review of analysis of monitoring data, the Agency responsible for undertaking the monitoring, the timing of when remedial actions should be considered, and suggestions for what remedial action could be taken.

The guidance suggests that SEA monitoring and reporting activities can be integrated into the regular planning cycle. Slough Borough Council will be required to prepare an annual monitoring report for the Final LTP3 and thus SEA monitoring should form part of the wider monitoring arrangements.

Table 4.1 – Monitoring Programme

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Address the causes of climate change through reducing emissions of greenhouse gases	Traffic volume	SBC/DfT	Annually	SBC/DfT	Additional action required if target to 'Decrease the number of vehicle kilometres travelled each year to 413 million by 2020-21' is unlikely to be met or when trends show that traffic volume is increasing significantly.	Further promotion of more sustainable modes of transport, investment in sustainable transport, reducing the need to travel, increasing rail freight over road freight and increasing best practice driving. Further promotion and increase of smarter choices initiatives. Further expansion and upgrade of Intelligent Transport Systems (ITS) and Network Management measures. Further measures to promote fuel efficiency and to promote shift to less polluting alternative fuels (e.g. biofuels), to encourage the upgrade of the lorry and van fleet.
	Traffic growth	SBC/DfT	Annually	SBC/DfT	When trends show that traffic growth is increasing.	
	Annual bus journeys from Slough on airport bus services	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number of vehicles entering Slough Town Centre during the am peak	SBC/HA/DfT	Annually	SBC/HA/DfT	Additional action is required if target to 'Decrease the number of vehicles entering Slough Town Centre during the am peak to 30,000 by 2020-21' is unlikely to be met.	
	Inbound peak traffic flows	SBC	Annually	SBC	When trends show that the inbound peak traffic flows in Slough is increasing.	
	Uptake of low emissions vehicles	SBC/DfT	Full record – constant update[5]	SBC/DfT	Additional action is required if target to 'Increase the uptake of low emissions vehicles' is unlikely to be met.	
	Use of new Intelligent Transport Systems technologies	Not monitored	Full record – constant update	SBC/ HA	When trends show that the use of new Intelligent Transport Systems technologies is not increasing.	
	Use of more sustainable fuels in public transport	SBC	Annually	SBC	When trends show that the use of more sustainable fuels in public transport is not increasing.	
	Use of financial incentives such as road pricing and congestion charging	SBC/DfT	Full record – constant update	SBC/DfT	When trends show that the use of financial incentives such as road pricing and congestion charging is decreasing,	

[5] This suggested frequency is applied to indicators that could feasibly be recorded by Slough Borough Council as an ongoing commitment, on the basis that SBC would receive notice of installations through pre-existing mechanisms e.g. planning (development management), building regulations, fines/charges etc.

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Uptake of driver training for improved eco-efficiency	Training organisation/SBC	Annually	Training organisation/SBC	When trends show that the uptake of driver training for improved eco-efficiency is decreasing,	
	CO_2 emissions for road transport sector	SBC/DECC	Annually	SBC/DECC	When trends show that CO_2 emissions for transport sector (tonnes per year) is increasing.	
Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	Modal Share	SBC/DfT	Annually	SBC/DfT	When trend shows that car use percentage is increasing rather than decreasing.	Further promotion of more sustainable modes of transport, investment in sustainable transport, reducing the need to travel, increasing rail freight over road freight and increasing best practice driving. Further promotion and increase of smarter choices initiatives. Further expansion and upgrade of Intelligent Transport Systems (ITS) and Network Management measures. Further improvements to make walking and cycling more attractive.
	Bus Patronage	BQP, reporting to SBC	Annually	BQP, reporting to SBC	When trends show that bus patronage volumes are decreasing.	
	Number of Cycling Trips	SBC	Annually	SBC	Additional target is required if target to 'Increase the number of cycling trips in Slough to 3000 by 2020-21' is unlikely to be met.	
	Number of walking trips (annualised index): walking trips across town centre locations (9 sites)	SBC	Annually	SBC	Additional target is required if target to 'Increase the number of walking trips in Slough to 31,979 by 2020-21' is unlikely to be met.	
	Percentage of services departing in window of 1 minute early and 5 minutes late	BQP, reporting to SBC	Annually	BQP, reporting to SBC	Additional target is required if target to 'Increase the percentage of services departing in window of 1 minute early and 5 minutes late ,to 95% by 2020-21' is unlikely to be met.	
	Time taken to travel to work (average time taken per journey)	SBC, informed by travel plans	Annually	SBC, informed by travel plans	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Local bus passenger journeys originating in the authority area	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Freight transported by mode (tonnes lifted)	FQP/SBC	Annually	FQP/SBC	When trends show that the percentage of freight transported by road is increasing.	
Reduce noise, vibration and light pollution from	Noise levels related to transport	SBC	Annually	SBC	When trends show that noise levels related to transport are increasing.	Further promotion of best working practices to reduce the noise involved in loading and unloading

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
transport	Number of noise complaints received relating to transport	SBC	Full record – constant update	SBC	When trends show that the number of noise complaints received relating to transport is increasing.	activities as part of freight movement. Further promotion of noise attenuation measures as part of the Network Management schemes.
	Proportion of street lamps with downward beam	SBC	Full record – constant update	SBC	When trends show that the proportion of street lamps with downward beam is increasing.	
Reduce air pollution and ensure air quality continues to improve	Levels of NO_x	SBC/AQP	Monthly, reported annually	SBC/AQP	When trends show that the levels of NO_x are increasing.	Further promotion of more sustainable modes of transport, investment in sustainable transport, reducing the need to travel, increasing rail freight over road freight and increasing best practice driving. Further promotion and increase of smarter choices initiatives. Further expansion and upgrade of Intelligent Transport Systems (ITS) and Network Management measures.
	Levels of PM_{10}	SBC/AQP	Monthly, reported annually	SBC/AQP	When trends show that the levels of PM_{10} are increasing.	
	Number and extent of AQMAs	SBC/AQP	Full record – constant update	SBC/AQP	When trends show that the number and extent of AQMAs are increasing.	
	Air Quality pollutant concentration within AQMAs-emissions and/or vehicle flows	SBC/AQP	Monthly, reported annually	SBC/AQP	Additional action required if target to 'Decrease Air Quality pollutant concentration within AQMAs-emissions and/or vehicle flows' is unlikely to be met.	
	Public transport running on cleaner fuel	SBC/BQP	Annually	SBC/BQP	When trends show that the percentage of public transport running on cleaner fuel is decreasing.	
	Number of complaints concerning air quality relating to transportation	SBC	Full record – constant update	SBC	When trends show that the number of complaints concerning air quality relating to transportation is increasing.	
	Days when air pollution is moderate or high	SBC	Full record – constant update	SBC	Additional action required if target to 'Decrease days when air pollution is moderate or high 'is unlikely to be met.	
Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	Registered Parks and Gardens affected by transport schemes as part of LTP3	Not monitored	Annually	SBC/EH	When trends show that the number of Registered Parks and Gardens affected by transport schemes as part of LTP3 is increasing.	Further promotion of mitigation measures and review of current policies regarding archaeological investigations and/or identification and recognition of importance of heritage features.
	Conservation Areas affected by transport schemes as part of LTP3	Not monitored	Annually	SBC	When trends show that the number of Conservation Areas affected by transport schemes as part of LTP3 is increasing,	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Recorded archaeological sites affected by transport schemes as part of LTP3	Not monitored	Annually	SBC/County Archaeologist/EH	When trends show that the number of recorded archaeological sites affected by transport schemes as part of LTP3 is increasing.	
	Number of listed buildings affected by transport schemes as part of LTP3	Not monitored	Annually	SBC/County Archaeologist/EH	When trends show that the number of listed buildings affected by transport schemes as part of LTP3 is increasing.	
	The number of restoration projects of highway associated features and infrastructure as part of LTP3	Not monitored	Full record – constant update	SBC/County Archaeologist	When trends show that the number of restoration projects of highway associated features and infrastructure as part of LTP3 is increasing.	
Identify, manage and protect habitats and species which are important on a national and local scale	Number, area and condition of Wildlife Heritage Sites and Local Nature Reserves affected by LTP3 proposals	Not monitored	Full record – constant update	SBC/NE	When indicator shows that any Wildlife Heritage Sites and Local Nature Reserves have been affected by LTP3 proposals.	Creation of wildlife sites and corridors as part of new pedestrian and cycle routes. Promotion of infrastructure design that takes the needs of biodiversity into consideration (e.g. avoid disturbance and intrusive lighting). Further promotion of Green Infrastructure to maintain species connectivity. Further mitigation measures which may include the creation of additional habitats and incorporating biodiversity into transport schemes.
	Population and spatial distribution of priority species: Stag beetle, wild birds, water voles, garden butterflies affected by LTP3 proposals	Not monitored	Full record – constant update	SBC/NE	When indicator shows that any priority species: Stag beetle, wild birds, water voles, garden butterflies have been affected by LTP3 proposals.	
	Extent of Ancient Woodland affected by LTP3 proposals	Not monitored	Full record – constant update	SBC	When indicator shows that any Ancient Woodland area has been affected by LTP3 proposals.	
	NI197: Number of LTP3 proposals where positive conservation management has been or is being implemented	Not monitored	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Net loss of trees and hedgerows as a result of LTP3 proposals	Not monitored	Full record – constant update	SBC	When trends show that existing tress and hedgerows have been lost as a result of LTP3 proposals is decreasing.	
	Area of land-take for LTP3 proposals in areas designated for their wildlife importance	Not monitored	Full record – constant update	SBC	When indicator shows that any areas designated for their wildlife importance have been affected by LTP3 proposals.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Number of designated sites fragmented by LTP3 proposals	Not monitored	Full record – constant update	SBC	When indicator shows that any designated sites have been fragmented as a result of LTP3 proposals.	
	Locally important habitats affected by the LTP3 proposals	Not monitored	Full record – constant update	SBC	When indicator shows that any locally important habitats have been affected by LTP3 proposals.	
	Achievement of BAP targets, especially for roadside verges and in new planting schemes	SBC/NE	Annually	SBC/NE	Additional action required if target to 'Achieve BAP targets, especially for roadside verges and in new planting schemes 'is unlikely to be met.	
Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste	Number of LTP3 proposals that lead to the remediation of contaminated land	Not monitored	Full record – constant update	SBC	Additional action required if target to 'Increase number of transport schemes that lead to the remediation of contaminated land' is unlikely to be met.	Further promotion of transport schemes that lead to the remediation of contaminated land. Stricter planning conditions to enforce transport related land-take on Previously Developed Land (PDL). Increased control of pollution accidents attributable to transport.
	Proportion of recycled aggregates used in construction as part of LTP3 proposals	Not monitored	Annually	SBC	Additional action required if target to 'Increase the proportion of recycled aggregates used in construction as part of LTP3 proposals' is unlikely to be met.	
	Number of pollution incidents attributable to transport	SBC/ EA	Full record – constant update	SBC/ EA	When trends show that the number of pollution incidents attributable to transport is increasing.	
	Transport related land take on PDL vs. Greenfield land as part of LTP3 proposals	Not monitored	Full record – constant update	SBC	Additional action required if target to achieve '100% built on Previously Developed Land' is unlikely to be met.	
Promote protection and enhancement of landscape and townscape character including the open spaces and Green Belt, promoting an increase in access to and provision of natural greenspace	Extent of Green Belt affected by LTP3 proposals	Not monitored	Annually	SBC	When trends show that the Green Belt area affected by LTP3 proposals is increasing.	Promotion of measures such as sensitive landscaping planting. Promote increased accessibility by walking and cycling to the countryside and natural Greenspace/ open space.
	Number of transport schemes that include a full landscaping scheme	Not monitored	Full record – constant update	SBC/HA	Remedial action is dependent on the setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Public open space per 1,000 population (including play space)	SBC/ Developers	Annually	SBC/ Developers	Additional action is required if target to achieve at least one 'Public open space per 1,000 population (including play space)' is unlikely to be met due to transport developments.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Accessible Natural Greenspace	SBC/ Developers	Annually	SBC/ Developers	When trends show that accessibility to natural Greenspace is not increasing.	
	Numbers of Rights of Way Improvement Plans	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	The number of LTP3 proposals that have rationalised/reviewed amounts of unnecessary signage	Not monitored	Annually	SBC	When indicator shows that all LTP3 transport schemes have incorporated such conditions.	
	Public green space lost as a result of LTP3 proposals	Not monitored	Full update – constant record	SBC	When trends show that public green space lost as a result of LTP3 proposals is decreasing.	
Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	Addressing language barriers and barriers that may arise as a result of cultural or language difference: Proportion of information and guidance on transport available in a variety of languages (including Polish, Urdu, Punjabi, Bengali, Gujarat),	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Further promotion of increased accessibility for all, including the most vulnerable, disadvantage and mobility impaired. Further promotion of personalised travel planning to those with specific mobility needs. Further investment to increase road conditions for mobility impaired, such as increased pedestrian crossing with appropriate facilities for disabled people, audible crossing alerts at pedestrian crossings, increased provision of rotating cones.
	Proportion of people from identified areas of deprivation that suffer from crime or road accidents, compared with less deprived areas	SBC informed by HA	Annually	SBC informed by HA	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number of LTP3 proposals aimed at improving accessibility in the most deprived communities	Not monitored	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number of new and improved walking and cycling routes with a specific focus on more deprived areas	Not monitored	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Number of pedestrian crossings with appropriate facilities for disabled people	SBC	Annually	SBC	Additional action required if target to 'Increase number of pedestrian crossings with appropriate facilities for disabled people to 100% by 2020-21' is unlikely to be met.	
	Proportion of accessible Public Transport[6]	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Proportion of disabled and reduced mobility passengers that use public transport	SBC with assistance from local disability communities	Annually	SBC with assistance from local disability communities	When trends show that the proportion of disabled and reduced mobility passengers that use public transport is decreasing.	
	Rail and bus service integration at key points within the Borough (key accessible transport hubs)	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Proportion of local people commuting to outside the Borough for work	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Further promotion of increased accessibility by public transport, walking and cycling to education and training facilities.
	Number and percentage of working age adults within 30 and 60 minutes of a further education college by public transport, by walking, by cycling, and by a composite of public transport/walking and cycling and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of people aged 16-19 years within 30 and 60 minutes of a further education college by public transport, by walking, by cycling, and by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	

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

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Number and percentage of households within 30 and 60 minutes of a hospital by public transport/ walking, by cycling and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Further promotion of more sustainable modes of transport, investment in sustainable transport and in reducing the need to travel. Increased accessibility to key health care destinations, including Wexham Park Hospital and local clinics, especially by walking, cycling and public transport. Promote increased accessibility by walking and cycling to the countryside and natural Greenspace/ open space. Further improvements to make walking and cycling more attractive.
	Number and percentage of households without access to a car within 30 and 60 minutes of a hospital by public transport/ walking, by cycling and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of households within 15 and 30 minutes of a GP by public transport/ walking, by cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of households without access to a car within 15 and 30 minutes of a GP by public transport/ walking, by cycling and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Progress in reducing health inequalities as a result of LTP3 proposals	Not monitored	Annually	SBC, informed by Slough NHS	When trends show that health inequalities have been decreasing as a result of LTP3 proposals.	
Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	Road accidents (incidents)	SBC, informed by HA	Full update – constant record	SBC, informed by HA	Additional action required if target to 'Decrease road accidents (incidents)' is unlikely to be met.	Further improvement of road user behaviour through education, driver and cyclist training and publicity programmes – all focused on accident hotspots for children, motorcyclists, walkers and cyclists. Further expansion and upgrade of Intelligent Transport Systems (ITS) and further investment in Network Management schemes. Increased enhancements to the public realm, lighting and
	Total number of road accidents casualties	SBC, informed by HA	Full update – constant record	SBC, informed by HA	Additional action required if target to 'Decrease total number of road accidents casualties ' is unlikely to be met.	
	NI47: People killed or seriously injured in road traffic accidents	SBC, informed by HA	Full update – constant record	SBC, informed by HA	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	NI48: Children killed or seriously injured in road traffic accidents	SBC, informed by HA	Full update – constant record	SBC, informed by HA	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Car accidents in LSOAs: correlation between the level of accidents and deprivation	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	provision of CCTV.
	Number of education, training and publicity programmes implemented as part of LTP3	Not monitored	Annually	SBC, informed by training providers	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number of traffic management schemes implemented as part of LTP3	Not monitored	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
Reduce crime and the fear of crime *(Health specific objective)*	Number of reported crimes on public transport	SBC, informed by British Transport Policy (BTP)	Full update – constant record	SBC, informed by British Transport Policy (BTP)	Additional action required if target to 'Decrease number of reported crimes on public transport 'is unlikely to be met.	Increased security measures for pedestrian, cyclists and public transport users. Further encouragement to working with bus operators to tackle crime and anti-social behaviour associated with public transport and improve community safety at bus and rail stations. Further improve the integration of all modes of transport and provide good connectivity between walking, cycling, bus and rail services.
	Number of cycle paths and walkways that have natural surveillance and are well lit	SBC, informed by user groups	Annually	SBC, informed by user groups	Additional action required if target to 'Increase number of cycle paths and walkways that have natural surveillance and are well lit 'is unlikely to be met.	
	Percentage of people with a high level of worry about crime on public transport (adapted from NI17)	SBC	Annually	SBC	Additional action required if target to 'Decrease percentage of people with a high level of worry about crime on public transport 'is unlikely to be met.	
	Percentage of people who don't use public transport during the day because they don't feel safe (adapted from NI17)	SBC	Annually	SBC	Additional action required if target to 'Decrease percentage of people who don't use public transport during the day because they don't feel safe 'is unlikely to be met.	
	Percentage of people who don't use public transport after dark because they don't feel safe (adapted from NI17)	SBC	Annually	SBC	Additional action required if target to 'Decrease percentage of people who don't use public transport after dark because they don't feel safe 'is unlikely to be met.	
Improve accessibility to key services, facilities and employment areas for all sectors of the community by public transport, walking and cycling (NI175)	Condition of footpaths and rights of way	SBC, informed by user groups	Annually	SBC, informed by user groups	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	Increased accessibility by more sustainable modes of transport to key services, facilities, employment areas, green areas and recreational areas for all. Improved frequency and reliability of buses.
	BVPI178: Percentage length of footpaths and rights of way which are easy to use	SBC, informed by user groups	Annually	SBC, informed by user groups	Additional action is required if target to "Achieve 95% length of footpaths and rights of way which are easy to use by 2020-21' is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
(Equalities specific objective)	Percentage of footpaths and rights of way requiring maintenance	SBC	Annually	SBC	Additional action is required if target to "Achieve 5% of footpaths and rights of way requiring maintenance by 2020-21' is unlikely to be met.	Increased number and quality of bus stops. Further promotion of bus priority schemes.
	No of safer routes to schools schemes, particularly in more deprived wards	SBC, informed by local education authority/ STA	Annually	SBC, informed by local education authority/ STA	Additional action required if target to 'Increase number of safer routes to schools schemes, particularly in more deprived wards 'is unlikely to be met.	
	Number of airport bus journeys taken	SBC/BQP/ service operators	Annually	SBC/BQP/ service operators	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	NI177: Local bus and light rail passenger journeys originating in the local authority area	SBC/service operators	Annually	SBC/service operators	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	NI178: Proportion of bus services running on time	SBC, informed by BQP/service operators	Monthly, report quarterly	SBC, informed by BQP/service operators	Additional action required if target to 'Increase proportion of bus services running on time' is unlikely to be met.	
	NI176: Number and percentage of people of working age (aged 16-74 years) within 20 and 40 minutes of a location with more than 500 jobs by public transport/ walking, by cycling, by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of people in receipt of Jobseekers allowance within 20 and 40 minutes of a location with more than 500 jobs by public transport/walking, by cycling, by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Number and percentage of children aged 5 to 10 years, including those who receive free school meals, within 15 and 30 minutes of a primary school by public transport/walking, by cycling, and by car (relates to NI198)	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of children aged 11 to 15 years, including those who receive free school meals, within 20 and 40 minutes of a secondary school by public transport/walking, by cycling, by a composite of public transport/walking and by cycling, and by car (relates to NI198)	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of households, including those without access to a car, within 15 and 30 minutes of a supermarket/foodstore by public transport/walking, by cycling, by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Town centre regeneration schemes that increase the accessibility of employment	SBC	Full update – constant record	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of people, including those without access to a car, within 30 and 60 minutes of a hospital by public transport, by walking, by cycling, and by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	

Effect to be monitored	Indicator(s) to be used	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data	Responsibility for undertaking monitoring	When should remedial action be considered?	What remedial action could be taken?
	Number and percentage of households, including those without access to a car, within 15 and 30 minutes of a sports or leisure facility by public transport/ walking, by cycling, by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	
	Number and percentage of people, including those without access to a car, within 15 and 30 minutes of a GP surgery by public transport/ walking, by cycling, and by a composite of public transport/walking and cycling, and by car	SBC	Annually	SBC	Remedial action is dependent upon setting of an appropriate target to be achieved. Action required if target is unlikely to be met.	

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