

**Third Local Transport Plan for the Royal Borough of
Windsor and Maidenhead - Final Environmental
Report
Post-Adoption Statement**

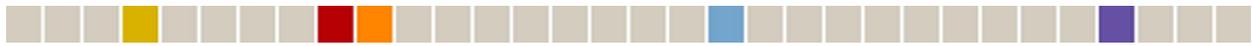
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1 Introduction

1.1 BACKGROUND

1.1.1 A draft version of the third Local Transport Plan (LTP3) for the Royal Borough of Windsor and Maidenhead (hereafter referred to as 'the borough') was produced and consulted on in Spring 2012. A final version of the report has now been produced having regard to consultation responses. LTP3 comprises a long-term strategy to 2026 covering all forms of transport in the borough.

1.1.2 A Strategic Environmental Assessment (SEA) was undertaken to inform the emerging LTP3. A draft Environmental Report setting out the results of the SEA was produced and consulted on alongside the draft LTP3. The purpose of that report was to identify the main environmental effects of the draft LTP3 and any opportunities for improving the performance of the document. Following consultation and revisions to LTP3 this report sets out the final results of the SEA. An assessment under the Habitats Regulations was also required and has been reported separately.

1.1.3 LTP3 sets out a range of policies that will determine how transport is provided within the borough as a whole. It is intended that further detail will be provided by a range of supporting documents covering specific topics, such as air quality, noise and parking, as well as a series of Neighbourhood Plans, which are being developed in partnership with local communities as part of the Localism Act 2011.

1.1.4 The Council will also be preparing a series of short-term delivery plans which will identify how funding will be allocated to transport schemes and initiatives across the borough. The intention is to provide one year's firm allocation, with a provisional allocation for the following year. This allows for reserve schemes to be identified and brought forward in the event that the first choice cannot be implemented for whatever reason.

1.2 POST-ADOPTION STATEMENT

1.2.1 This document is the Post-Adoption Statement for the LTP3 and has been prepared in accordance with the provisions of Regulation 16 (4) of the Environmental Assessment of Plans and Programmes Regulations 2004. It is the last stage in the SEA process. The Statement must include the following information:

- How environmental considerations have been integrated into the plan or programme;
- How the Environmental Report has been taken into account;
- How opinions expressed in relation to the consultations on the Environmental Report have been taken into account;
- The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

1.3 LTP3 PUBLICATION

1.3.1 The LTP3 and its associated SEA fulfils the Council's statutory obligation to produce a Local Transport Plan and accompanying documents under the Transport Act 2000 and updated in the Local Transport Act 2008.

1.3.2 The LTP3, the accompanying Environment Report and the Post-Adoption Statement will be available on the Council's website at:

www.rbwm.gov.uk/web/ltp_index.htm

1.3.3 If you have any questions about any of the plans, please contact:



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2 Integration of the SEA

2.1 HOW THE ENVIRONMENTAL REPORT HAS BEEN TAKEN INTO ACCOUNT

2.1.1 During the SEA process a series of recommendations were identified that reflected the key issues identified and how the LTP3 could address them. The outcomes of this exercise are presented in **Table 2.1** at the end of this statement.

2.1.2 Although the plans listed below (with the exception of Neighbourhood Development Plans) are not caught by the SEA Directive, it is recommended that in preparing/updating these plans consideration is given to the potential to achieve wider environmental, economic and social objectives and the potential effects (positive and negative) of the draft plans. The plans are as follows:

- Air Quality Action Plan;
- Highways Maintenance Management Plan;
- Neighbourhood Plans;
- Noise Action Plan;
- Parking Strategy; and
- Public Rights of Way Improvement Plan.

2.1.3 The review of key issues and the SEA Framework (included in Section 3 of the Environmental Report) provide the basis for such an assessment.

2.1.4 Monitoring arrangements for the LTP3 need to be developed for compliance with the SEA Directive (Section 2.4 of this Statement provides more detail).

2.2 HOW OPINIONS EXPRESSED IN RELATION TO THE CONSULTATIONS ON THE ENVIRONMENTAL REPORT HAVE BEEN TAKEN INTO ACCOUNT

2.2.1 Consultation is an integral aspect of the SEA process and consultation exercises were undertaken on both the Scoping Report and the Environmental Report.

2.2.2 The SEA for the revised LTP3 also took account of responses on the draft SEA.

2.2.3 Consultation on the scoping report was undertaken with the three statutory consultees:

- Natural England;
- Environment Agency; and
- English Heritage.

2.2.4 The consultation bodies were consulted on the scope and level of detail of the information to be included in the Environmental Report. The Scoping Report was sent to the consultation bodies in line with the consultation requirements for that stage of the SEA and was also made available on the Council's website.

2.2.5 The responses provided were taken into account in the production of the Environment Report. The comments received and actions taken can be viewed in **Table 2.2** at the end of this statement.

2.2.6 A Draft Scoping Report was prepared for consultation by the Council and the draft SEA Scoping Report was made available for a five week period of consultation, in September/October 2011. The appraisal of draft LTP3 was undertaken between February and March 2012 and consultation was undertaken in Spring 2012. SEA of the final version of the LTP3 was undertaken between May and July 2012.

2.3 THE REASONS FOR CHOOSING THE PLAN OR PROGRAMME AS ADOPTED, IN THE LIGHT OF THE OTHER REASONABLE ALTERNATIVES DEALT WITH

2.3.1 The five core themes of the LTP3 are loosely based on the five goals identified within "Delivering a Sustainable Transport System" (DaSTS), which is the previous Transport White Paper on which the LTP Guidance is based. Although DaSTS has been superseded by a more recent White Paper, the goals remain relevant and as such, they are considered to represent a sensible framework for the LTP.

2.3.2 In line with government guidance, the LTP was developed using an evidence based approach, making use of a wide range of data sources such as: traffic counts; journey time surveys; traffic models; accessibility models; casualty statistics; vehicle crime statistics; air quality monitoring results; and traffic noise models.

2.3.3 For each of the core themes, a SWOT analysis was carried out to highlight existing and future problems affecting local transport networks and their interface with the area's strategic networks, including motorways and trunk roads, the railways and airports.

2.3.4 The LTP was also informed by the results of the 'Issues and Options Consultation' with residents and key stakeholders. The consultation attracted over 3,000 responses from a wide variety of ages and from communities right across the borough. This helped to identify additional transport issues affecting the borough, as well as highlighting local priorities for investment. It also provided an indication of the types of measures that would be acceptable to local communities.

2.3.5 Development of the policies and associated schemes and interventions to address the identified issues was done with reference to previous local experience, national guidance and best practice. This helped to establish what would be the most effective response to address each of the issues identified, taking account of financial and other constraints.

2.3.6 The approach advocated in the SEA guidance, where a number of distinct strategic options are identified and assessed with their potential impacts evaluated, is considered to be somewhat artificial. Instead, the draft LTP evolved in a more organic and iterative fashion, looking at how best to solve individual issues then considering the impacts on other issues and the need for coordination between the various policies and initiatives. This is considered to be a more effective and nuanced approach to strategy development.

2.3.7 The process was coordinated by a Programme Board consisting of senior managers, supported by a Project Board of technical officers. In addition, the process benefitted from input from a variety of topic experts covering areas such as: street lighting; traffic management; parking; road safety; public rights of way; accessibility; public transport; highway maintenance; and environmental health.

2.4 THE MEASURES THAT ARE TO BE TAKEN TO MONITOR THE SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE IMPLEMENTATION OF THE PLAN OR PROGRAMME

2.4.1 The SEA Directive requires monitoring to identify unforeseen adverse effects and to enable appropriate remedial action to be taken (Article 10.1 refers). The factors to be monitored include:

Biodiversity;	Population;
Human health;	Fauna;
Flora;	Soil;
Water;	Climatic factors;
Material assets;	Cultural heritage;
Landscape.	



2.4.2 WSP Environment and Energy has advised the Council on the need for and role of monitoring in the context of the LTP3 and the Council is currently reviewing monitoring arrangements. The aim is to monitor in parallel with the Local Plan and Neighbourhood Development Plans where possible. The LTP includes a set of performance indicators for each of the identified themes.

Table 2.1: Summary of Recommendations from the Draft Environmental Report

SEA topic	Suggested Mitigation	Reflected in LTP3?
Cross-cutting recommendation	Specific targets relating to modal shift should be included in LTP3 for new and existing developments. As an example, Northamptonshire County Council is proposing to adopt a target of achieving 20% shift from single occupancy car trips on new developments and 5% modal shift in existing areas, which will be incorporated in its LTP3. The differential rates recognise the difficulties associated with achieving modal shift in existing areas (although higher rates have been achieved in other areas). Such targets have a role in helping to drive the rate of change in an area and are important in the Borough given the anticipated growth in traffic over the plan period. The Local Development Framework will be key to achieving modal shift in new developments and appropriate policies for inclusion in the LDF will also be needed. These targets go beyond targets relating to monitoring, they will help drive the pace of change.	LTP3 identifies that new development will be in sustainable locations in order to minimise car based travel, while efforts will be increased to encourage a greater proportion of existing trips to be made by modes other than the car in order to tackle congestion issues. Specific target not considered appropriate.
	LTP3 could make a commitment that schemes should be designed and built using The Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL). This is an assessment and awards scheme for improving sustainability in civil engineering and public realm projects. The Quality of Life section could do this.	Recommendation not incorporated in the final LTP.
	The Improving Quality of Life section could also make reference to the use of Construction and Environmental Management Plans for significant projects, e.g. those requiring Environmental Impact Assessment, with the responsibility for producing and adhering to CEMPs placed on contractors.	Recommendation not incorporated in the final LTP. However, construction management plans are routinely used for major works in sensitive areas.
	Contractors should also be required to adopt 'Considerate Construction' schemes or similar.	Recommendation not incorporated in the final LTP. However, the principles of the Considerate Construction scheme are incorporated into construction management plans



	LTP3 could reference the new sustainability framework for remediation (SURF-UK); this would provide a strong route to balanced decision making in the redevelopment process for any transport related developments involving the use of previously developed land and buildings. The framework is intended to ensure that broader sustainability issues are taken into account in selecting the preferred remediation strategy.	Recommendation not incorporated in the final LTP.
	LTP3 highlights the potential use of 'Designing out Crime' to improve design quality but could also require the use of: <ul style="list-style-type: none"> – BREEAM for buildings (for example BREEAM New Construction 2011); – The Royal Town Planning Institute's Gender Mainstreaming Toolkit; and – Schemes should be assessed by a qualified access professional. 	The reference to 'Designing out crime' is retained in the final LTP but the other tools are not referenced.
	Neighbourhood Development Plans (NDPs) should be screened under the SEA and Habitats Directive.	The Council has acknowledged the need for NDPs to be screened.
	The later stages of the SEA need to ensure that LTP3 covers requirements relating to monitoring for significant environmental effects.	The LTP3 includes performance indicators.
Biodiversity	The overall aim should be to achieve a net gain in biodiversity associated with each specific scheme – using ecological budgeting techniques to inform this. Scheme specific Biodiversity Action Plans should be prepared for major site, i.e. those requiring Environmental Assessment General mitigation measures which should be employed are avoiding removal of vegetation during the bird breeding season, the replacement of vegetation lost, measures to reduce fragmentation and severance such as species tunnels etc.	Paragraph 7.6.17 and Policy QOL6 reflect some of these principles.
	New lighting associated with transport schemes needs to take account of potential impacts on sensitive species (not just amenity) and the Improving Quality of Life Section could highlight this.	Paragraph 7.1.11 of the LTP acknowledges the potential for lighting to impact on biodiversity.
	LTP3 should contain a statement to the effect that any proposals that would significantly harm a European site would not be supported by the Strategy. This will help ensure LTP3 is compliant with the Habitats Directive	Paragraph 7.6.16 of the LTP reflects this recommendation.



Air Quality	LTP3 could advocate the preparation of Low Emission Strategies, as encouraged by Defra.	LTP3 does not reference the use of low emission strategies but it is understood that this may be considered in the context of the borough Local Plan.
Water	Mitigation for operational effects associated with infrastructure should include the use of sustainable drainage.	Recommendation not incorporated in the final LTP.
Material assets/waste	<p>Every effort should be made to incorporate the use of recycled aggregate in construction of infrastructure such as realigned footways, expansion of lanes, changes in surfacing etc.</p> <p>Best practice construction techniques should be employed in order to reduce waste arisings. A Site Waste Management Plan will be required in some instances.</p> <p>Transport facilities should include opportunities to recycle, e.g. paper, plastic and food waste.</p>	Recommendation not incorporated in the final LTP. However, these issues are assessed as part of term contracts and contractors are asked to minimise waste wherever possible.
Cultural Heritage	<p>It will be important that highways schemes such as junction improvements and changes to signalisation do not clutter the street scene and any new street furniture helps to achieve an improved street scene. Particular consideration should be given to the improving the visual impact of highways infrastructure within Conservation Areas and near historic buildings.</p> <p>Parking policy within the town centre could include reducing the prominence of car parking as a land use and improving the appearance of car parks through the introduction of soft landscaping.</p>	Paragraph 7.1.13 of the LPT acknowledges these issues.
Climatic Factors	It is not possible to say at this stage if the policies in the LTP3 will be sufficient to help meet longer term targets relating to carbon dioxide emissions. The Climate Change Act 2008 set out a target of an 80 percent reduction in carbon dioxide emissions from 1990 levels by 2050. LTP3 has a 15 year timescale but has a role in helping to put transport on the right trajectory for helping to achieve this target. LTP3 should commit to understanding and monitoring the carbon footprint of the transport sector.	Policy SEG3 sets out the commitment to prepare a Carbon Management Plan.
	A carbon budgeting approach across key sectors in the Council's area is required. This should recognise that the carbon footprint of the transport sector is likely to grow as traffic is forecast to increase. Emissions from other sectors will need to be reduced to reflect this if the area is to move towards making its contribution to national targets on the reduction of emissions.	Carbon Management Plan provides the basis for carbon budgeting.
	The Strategy could also recognise the role that the network could help play in helping the built and natural environment cope with climate change, for example the soft estate could have a role in the attenuation of water;	Paragraph 7.6.17 of the LPT acknowledges these issues.



	<p>Sustainable Drainage (SUDS) techniques should be utilised to ensure that the creation of impermeable surfaces does not significantly increase the rate of surface water run off and risk of flooding. SUDS should be adopted in all schemes, where possible, including smaller scale intensification.</p>	<p>Recommendation not incorporated in the final LTP. However, under current legislation, the council is required to adopt SUDS, use of soakaways is widespread on the borough's highway network.</p>
	<p>Preferential parking could be given to low CO₂ emission vehicles, for example in town centres. LTP3 could encourage the use of sustainable alternative fuels, not just electric cars.</p>	<p>Preferential parking not referenced. Paragraph 6.6.7 acknowledges the role of sustainable alternative fuels.</p>
	<p>Travel centres could be promoted in larger developments to help encourage modal shift; e.g. by managing initiatives like car clubs, personal travel planning and site wide travel plans.</p>	<p>These measures were incorporated in the Borough's Local Sustainable Transport Fund bid, which has been awarded £1.956 million.</p>
Human Health	<p>Appropriate best practice pollution prevention measures should be implemented through a construction environmental management plan for specific projects.</p>	<p>Recommendation not incorporated in the final LTP. However, construction management plans are routinely used for major works in sensitive areas.</p>

Table 2.2: Summary of Responses on the Draft Environmental Report

Organisation	Comment	Response
English Heritage	Requested that the final sentence in para 1.1.6 of the Environmental Report be changed to refer to both designated heritage assets (e.g. Scheduled Ancient Monuments and Registered Historic Parks and Gardens) and non-designated heritage assets (e.g. locally-listed buildings) that form part of the wider historic environment.	Reference to non-designated assets added in the report.
	Welcomed recognition in the Environmental Report of the wider historic environment under “Cultural heritage”, but suggested that reference should also be made to locally listed buildings and the setting of heritage assets. Requested that the final sentence should refer to “Registered Historic Parks and Gardens”.	Reference to Historic Parks and Gardens added.
	Suggested that policies QOL3 (Noise) and QOL5 (Health) are not relevant to protecting and enhancing the Royal Borough’s countryside, natural and historic environment, and should therefore be left blank in the matrix.	Disagree in relation to QOL3, noise can impact on the tranquillity of such areas and QOL5 will help improve accessibility – in accordance with the criteria supporting objective 18.
	Suggested that policy QOL8 (Townscape and Heritage) should have a significant positive impact on the Royal Borough’s countryside, natural and historic environment, and so should be green.	Disagree, the policy contribute to the objective but seeks to minimise impacts, rather than overtly seeking enhancements, which would have warranted a green.
Natural England	Supportive of references to air quality and biodiversity in Table 4.1 of the SEA Scoping Report.	Noted
	Stated that if there are going to be significant increases in traffic on any roads within 200m of any designated sites, Natural England will need to see evidence that this matter has been considered.	This is considered in detail in the HRA.
	Welcomed reference in the Scoping Report to the Thames Basin Heaths Special Protection Area Supplementary Planning Document.	Noted
	Welcomed reference in the Draft Environmental Report to the view that there should be a net	Noted



Organisation	Comment	Response
	gain in biodiversity value associated with new infrastructure. Added that even where a transport related development may not require a full EIA, Natural England would not wish the opportunity for a net gain in biodiversity to be lost and all transport related developments should therefore seek to provide a net gain or enhancement in biodiversity value.	
	Welcomed the view that the LTP3 should contain a statement to the effect that any proposals that would significantly harm a European site would not be supported by the Strategy, as a means to ensuring the LTP3 is compliant with the Habitats Directive.	Noted
	Reiterated support for the use of 'Low Emission Strategies'.	Noted
	Recommended that the later stages of the SEA need to ensure that LTP3 covers requirements relating to monitoring for significant environmental effects.	Noted
	Welcomed the reference to and details of the process by which the Habitats Regulations will influence the development of this strategy.	Noted
	Welcomed the steer and emphasis made in Para 5.3.1 of the Draft Environmental Report on the requirement of monitoring, as set out in the SEA Directive, to identify unforeseen adverse effects	Noted
	Highlighted errors in the Draft Environmental Report, with repetition of paragraphs 3.3.1 and 3.3.2, and mis-numbering of the objectives in Table 4.1.	Errors corrected in final report.