Slough Borough Council

Local Transport Plan 3

Strategic Environmental Assessment/ Health Impact Assessment/ Habitats Regulation Assessment/ Equalities Impact Assessment

Environmental Report

ATKINS

Plan Design Enable

Slough Borough Council

Local Transport Plan 3

Strategic Environmental Assessment/ Health Impact Assessment/ Habitats Regulation Assessment/ Equalities Impact Assessment

Environmental Report

March 2010

Notice

Document History

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Glossary of Terms

Acronym	Meaning / Definition
Baseline	A description of the present and future state of an area, in the absence of any plan, taking into account changes resulting from natural events and from other human activities.
Consultation Body	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the Strategic Environmental Assessment (SEA) Directive. The Consultation Bodies, designated in the SEA Regulations are English Heritage, Natural England and Environment Agency.
Environmental appraisal	A form of environmental assessment used in the UK (primarily for development plans) since the early 1990s, supported by 'Environmental Appraisal of Development Plans: A Good Practice Guide' (DoE, 1993); more recently superseded by sustainability appraisal. Some aspects of environmental appraisal foreshadow the requirements of the SEA Directive.
Environmental assessment	Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision-making. The term "Environmental Impact Assessment" (EIA) is used, as in European Directive 337/85/EEC, for assessments of projects. In the SEA Directive, an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements.
Environmental Report	Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme.
Equalities Impact Assessment	An equality impact assessment is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people. There are eight protected characteristics identified in the Equality Act 2010 that are relevant to the transport agenda: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
European Sites	Include Special Areas of Conservation and Special Protection Areas. Habitats Regulations Assessment is also required, as a matter of UK Government policy for potential SPAs, candidate SACs and listed Wetlands of International Importance (Ramsar sites) for the purposes of considering plans and projects, which may affect them[1].
Habitats Regulations Assessment	An assessment of proposed plans or projects which are likely to have a significant effect on one or more European sites, either individually or in combination with other plans and projects. The effects of a plan are assessed against the conservation objectives of a European site to

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

	determine whether it would adversely affect the site's integrity[2]. The requirement arises from the Conservation of Habitats and Species Regulations 2010[3] implementing the Habitats Directive (92/43/EEC).
Health Impact Assessment	'A combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population'[4].
Indicator	A measure of variables over time often used to measure achievement of objectives.
Mitigation	Measures to avoid, reduce or offset significant adverse effects.
Ramsar Site	Sites designated under the Convention on Wetlands of International Importance, called the Ramsar Convention.
Responsible Authority	In the SEA Regulations, means an organisation which prepares a plan or programme subject to the SEA Directive and is responsible for the SEA.
Scoping	The process of deciding the scope and level of detail of an SEA, including the environmental effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report.
Significant effect	Effects which are significant in the context of the plan. (Appendix II of the SEA Directive gives criteria for determining the likely environmental significance of effects).

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

[3] 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.

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

Acronyms

Acronym	Meaning / Definition
AQMA	Air Quality Management Area
AMR	Annual Monitoring Report
AQAP	Air Quality Action Plan
BAA	British Airports Authority
BAP	Biodiversity Action Plan
BVPI	Best Value Performance Indicator
CLG	Communities and Local Government
CO	Carbon Monoxide
CO_2	Carbon Dioxide
DaSTS	Delivering a Sustainable Transport Strategy
dB(A) Leq	Leq is a symbol that represents “Equivalent Continuous Noise Level”. The result is expressed in dB(A), which gives a reasonable approximation of the human perception of loudness.
DCMS	Department for Culture, Media and Sport
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DH	Department of Health
DPD	Development Plan Document
EEC	European Economic Community
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
ER	Environmental Report
ETP	Education, Training and Publicity
EU	European Union
GHG	Greenhouse Gases
GIS	Geographic Information System
HA	Highways Agency
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
IMD	Indices of Multiple Deprivation
KSI	Killed or Seriously Injured (road safety)
LBAP	Local Biodiversity Action Plan
LDF	Local Development Framework
LNR	Local Nature Reserve
LDF	Local Development Framework
LSOA	Lower Layer Super Output Area
LTIP	Local Transport Implementation Plan

LTP	Local Transport Plan
MRC	Medical Research Council
NATA	New Approach to Appraisal
NGO	Non-Governmental Organisation
NI	National Indicator
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides, Nitric oxide (NO) and nitrogen dioxide (NO_2) are together commonly referred to as NO_x
NNR	National Nature Reserve
ODPM	Office of the Deputy Prime Minister (now CLG)
ONS	Office for National Statistics
PCT	Primary Care Trust
PDL	Previously Developed Land
PM	Particulate Matter
PM_{10}	Particulate Matter < 10µm
PPPs	Policies, Plans and Programmes
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Public Service Agreement
RIGGS	Regionally Important Geological and Geomorphological Sites
RoWIP	Rights of Way Improvement Plan
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SBC	Slough Borough Council
SBC CS SAR	Slough Borough Council Core Strategy: Sustainability Appraisal Report
SCOOT	Split Cycle Offset Optimisation Technique
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SPZ	Source Protection Zones
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance
TAMP	Transport Assessment Management Plan
TaSTS	Towards a Sustainable Transport System
TVSRP	Thames Valley Safer Roads Partnership
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organization
UTC	Urban Traffic Control
WHO	World Health Organisation

1. Introduction

Purpose of this Document

1.1 This is the Environmental Report for the Strategic Environmental Assessment (SEA) of the Slough third Local Transport Plan (LTP3), incorporating Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Habitats Regulation Assessment (HRA). It has been produced by Atkins Ltd for Slough Borough Council (SBC).

1.2 SEA of LTP3 is required under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). 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[5]. HRA is required by the Conservation of Habitats and Species Regulations 2010[6] implementing the European Council Directive 92/43/EEC on the Conservation of natural habitats and wild fauna and flora (the Habitats Directive).

Slough Local Transport Plan 3

1.3 The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every five years and to keep it under review. It sets out the statutory framework for Local Transport Plans and policies. This statutory requirement was retained in the Local Transport Act 2008, although other aspects of the statutory framework have changed. The Act now requires that LTPs contain policies (referred to as the strategy) and implementation plans (the proposals for delivery of the policies contained in the strategy) and there is no longer the requirement for LTPs to be reviewed every five years but that review should be decided at the local level to best fit with other local policies and plans.

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 Implementation Plan. The Long Term Transport Strategy describes Slough's aims and objectives for transport and the transport challenges facing Slough. The Implementation Plan provides detail on what the LTP3 intends to do, in other words how the LTP3 Strategy translates into 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. 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 Proposed Objectives of LTP3

1.4 The Slough LTP3' Long-Term Transport Strategy and LTIP have been developed in line with the shared vision for Slough from the Sustainable Community Strategy (SCS, 2008):

[5] DfT 2009, Guidance on Local Transport Plans, http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf
[6] 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.

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

1.5 To fulfil the vision, SBC derived local transport objectives, which are 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.

1.6 Figure 1.1 shows the link between DfT's goals and the themes of the Slough SCS:

Figure 1.1 - Link between DfT's goals and Slough SCS themes

1.7 The proposed 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 CO2 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.

Strategic Environmental Assessment

1.8 The EU Directive 2001/42/EC[7] (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[8] (the "SEA Regulations"). The SEA Regulations apply to a wide range of plans and programmes, including LTPs, and modifications to them.

1.9 The overarching objective of the SEA Directive is:

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

1.10 The main requirements introduced by the SEA Regulations are that:

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

1.11 SEA extends the evaluation of environmental effects from individual projects to the broader perspective of regional, county and district level plans. It is a systematic process that identifies and predicts the potential significant environmental effects of plans/programmes, informing the decision making process by testing different alternatives or options against environmental sustainability objectives.

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

SEA and New Approach to Appraisal

1.13 The New Approach to Appraisal (NATA) is an appraisal framework that aims to improve the consistency and transparency with which transport decisions are made. NATA sets out the Government's five over-arching transport objectives, namely; environment, safety, accessibility,

[7] European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment
[8] Statutory Instrument 2004 No. 1663, The Environmental Assessment of Plans and Programmes Regulations 2004

economy and integration. The DfT requires that all forms of transport proposals, including LTPs, are appraised against these objectives. DfT guidance on NATA, as set out in Transport Analysis Guidance (TAG), notes that NATA appraisal methodologies should be used in undertaking SEA of LTPs.

1.14 TAG Unit 2.11 (2009) provides guidance on integrating the requirements of the SEA Regulations with NATA and is reproduced below in Table 1.. Further information on the technical scope of the SEA, based on this guidance, is provided in Section 3 of the TAG Unit 2.11.

Table 1.1 – NATA topics to be addressed as part of SEA

NATA Objective	NATA sub-objective	SEA Topic (SEA Directive, Annex If)
Environment	Noise	Human Health, Population[9], Inter-relationships
	Local air quality[10]	Air, Human Health, Population
	Greenhouse gases	Climatic Factors
	Landscape	Landscape
	Townscape	
	Heritage	Cultural Heritage including architectural and archaeological heritage
	Biodiversity[11]	Biodiversity, Fauna, Flora, Soil[12]
	Water environment	Water
	Physical fitness	Human Health, Population
Safety	Accidents	Human Health, Population
	Security	
Accessibility	Community severance	Population
	Access to the transport system	
Economy	Public accounts	Material Assets[13]
	Business users and providers	
	Consumer users	

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

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

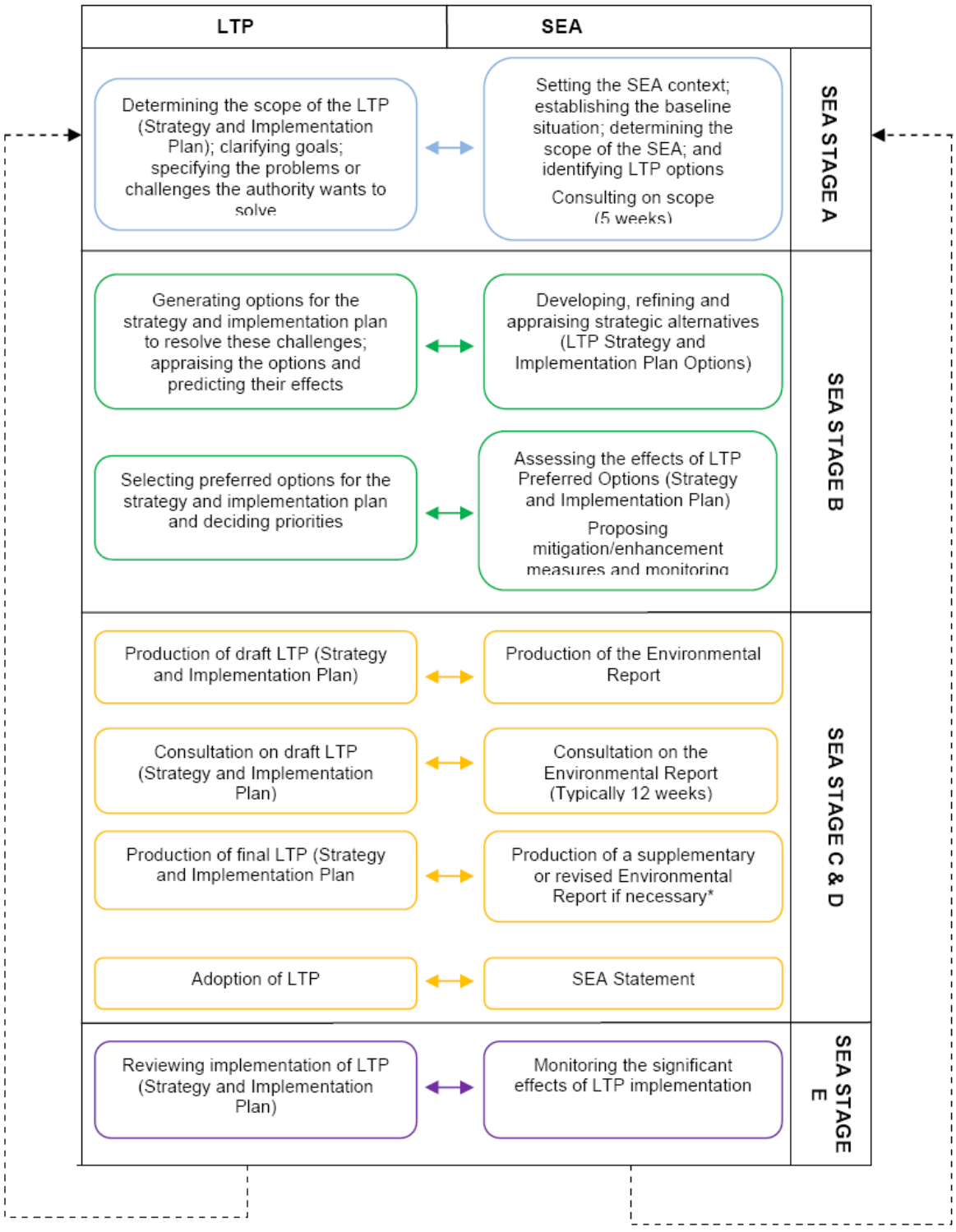
[10] The NATA local air quality indicator does not cover regional air quality, though guidance is given on its assessment. Where regional air quality is likely to be an issue, a local objective may be formulated.

[11] Biodiversity also covers geological interests.

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

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

Figure 1.2 - LTP and SEA Process Stages and Links



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

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

Health Impact Assessment

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

1.16 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.

Equality Impact Assessment

1.17 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.

1.18 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."

Habitats Regulation Assessment

1.19 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[14] .

1.20 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."

1.21 There are no international sites within the Borough of Slough. However, there are international sites located in proximity to the Borough. The nearest sites are: South West London Waterbodies SPA and Ramsar Site; Burnham Beeches SAC and Windsor Forest and Great Park SAC.

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

1.22 The South West London Waterbodies SPA/Ramsar site is spread over seven separate areas of land that are also designated as Sites of Special Scientific Interest (SSSIs). All seven are located outside Slough, to the south-east of the Borough. They are located in the counties of Berkshire, Surrey and Greater London in the South-East Region. The closest area of designated land (Wraysbury Reservoir) is located immediately adjacent to the south-eastern corner of the Borough boundary (by Poyle). The six remaining areas of land include:

- Staines Moor: Located approximately 1.3 km south-east of the south-eastern corner of the Borough;
- Wraysbury No. 1 Gravel Pit: Located approximately 1.9 km south-west of the south-eastern corner of the Borough;
- Wraysbury and Hythe End Gravel Pits: Located approximately 2 km south-west of the south-eastern corner of the Borough;
- Thorpe Park No. 1 Gravel Pit: Located approximately 6.8 km south of the south-eastern corner of the Borough;
- Kempton Park Reservoirs: Located approximately 9.5 km south-east of the south-eastern corner of the Borough; and
- Knight and Bessborough Reservoirs: Located approximately 10.8 km south-east of the south-eastern corner of the Borough.

1.23 The Burnham Beeches SAC is located to the north of the Borough in South Buckinghamshire in the South-East Region. At its closest point, the SAC is located approximately 1.19 km north of the north-western corner of the Borough boundary.

1.24 The Windsor Forest and Great Park SAC is located outside Slough, to the south of the Borough in Berkshire in the South East Region. At its closest point, the SAC is located approximately 3.35km south of the south-western corner of the Borough boundary.

1.25 A preliminary HRA Review of the consultation LTP3 Long-Term Preferred Strategy was undertaken. 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.

1.26 The Review did not find any likely significant effects arising from the Strategy Chapter and Natural England did not have any specific comments about the findings of this Review. Detailed results were presented in a separate report.

1.27 The HRA Review was subsequently updated to reflect the post-consultation LTP3 document, which included the Interim Implementation Plan (delivery packages and projects), and chapters 1-7 of LTP3. The update of the Review was undertaken to ensure that the HRA process has been considered throughout the development of the LTP3. It was found that none of the objectives, delivery packages or projects would lead to likely significant effects on the three internationally designated sites.

1.28 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 will need to be undertaken 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 significant impacts on the international sites. More details can be found in the updated HRA Review presented in a separate report.

1.29 The HRA Review helped satisfy Natural England (and other statutory bodies) that the HRA process was followed and that due consideration was paid to the Habitat Regulations throughout the development of the LTP3.

SEA/ LTP3 Programme Key Milestones

1.30 The SEA process has been programmed as follows:

- Commencement: January 2010;
- SEA Scoping Consultation:26th April to 28th May 2010;
- Consultation on the draft LTP3 and Environmental Report: 10th November 2010 to 21st January 2011;
- Revisions to draft LTP3 and Environmental Report: February 2011; and
- Publication of final LTP3 and SEA Statement: 1st April 2011.

Consultation

1.31 The SEA Regulations identify three organisations to act as statutory consultation authorities: the Environment Agency, Natural England (formerly English Nature and the Countryside Agency) and English Heritage. Consultation with Natural England will concurrently be important and is part of the HRA process.

1.32 The draft 2007 DH guidance recommends that the relevant health organisations are also involved in the consultation process. This includes the following bodies:

- The relevant primary care trust (PCT) with the PCT Director of Public Health being the first point of contact;
- Environmental Health Officers (EHOs);
- Health Protection Units;
- Public Health Observatories; and
- Environment Agency area office.

1.33 Consultation will also be undertaken with relevant Equalities stakeholders within the Borough, including Slough Borough Council's Equality and Diversity team, along with any other local equality groups (i.e. disability, gender, ethnicity groups).

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

- **Scoping**: The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The consultation authorities are required to give their views within five weeks. An SEA Scoping Report, incorporating HIA, HRA and EqIA, (hereafter the 'Scoping Report') was published for consultation in April/May 2010 setting out the results of the SEA Stage A and the related tasks of the other parallel assessment processes. The following stakeholders were consulted on the SEA Scoping Report:
  - 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 Sciences

- **The Environmental Report**: The responsible authority is required to invite the consultation authorities and the public to express their opinions on the Environmental Report and the plan or programme to which it relates.

Environmental Report Consultation

1.35 The SEA Directive states that:

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

1.36 The ER is the key written document produced for the SEA. It is an important consultation document and is therefore likely to be of interest to a wide variety of readers including decision makers, other plan/programme practitioners, statutory consultees, Non-Governmental Organisations (NGOs) and members of the public.

1.37 The Draft Environmental Report and the Draft LTP3 were published for consultation from 10th November 2010 until 21st January 2011. The following stakeholders were consulted:

- 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

1.38 No consultation comments were received on the Draft Environmental Report.

2. Scope of the SEA (incorporating HIA, EqIA and HRA)

Introduction

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

Spatial Scope

2.2 The proposed study area for the SEA of LTP3 is shown in Figure 2.1.

Figure 2.1 – Study Area

Adapted from: magic.gov.uk

Temporal scope

2.3 LTP3 sets out a Long-Term Transport Strategy to 2026 and includes the LTIP that shows how the Strategy will be delivered on the ground in the first year, 2011/12.

Technical scope

SEA

2.4 The SEA Directive and the SEA regulations require that the "*likely significant*" effects on the environment are assessed, considering the following factors and interrelationship between them:

- Biodiversity;
- Population;
- Human health;
- Fauna and flora;

- Soil;
- Water;
- Air;
- Noise;
- Climatic factors;
- Material assets;
- Cultural heritage including architectural and archaeological heritage; and
- Landscape.

2.5 This is effectively the technical scope of the SEA, namely those topics that were addressed.

HIA

2.6 The DH guidance recommends that the assessment of the impact of local transport plans should consider the following topics:

- Transport to work, shops, schools and healthcare;
- Walking and cycling;
- Community severance;
- Frequency and severity of crashes;
- Collisions causing injury and fatal accidents;
- Air pollution, noise; and
- Ageing population and increasing disability.

2.7 From an HIA perspective, there are vulnerable social groups that need special consideration in transport planning with regards to their health. These groups are likely to experience transport-related exclusion and/or be subject to negative externalities of transport and are as follows:

- Children – who, as non-drivers, are reliant on others for motorised transport and who suffer the greatest impacts of transport policy on their health, particularly children in low-income families.
- Women – who are more likely not to own a car and find it harder to travel to shops, employment, healthcare and other services.
- Older people – who may feel vulnerable using public transport, who often need to seek health services and who are particularly vulnerable to road crash related injuries. Their continuing independence at home is often dependent on reliable transport options.
- Disabled and people with other health problems – who may not be able to access many forms of transport or need special arrangements to access those. They are likely to find it difficult to walk and may also be disadvantaged by the cost of transport.
- Those in low-income groups – who are likely to walk further because they cannot afford public transport or to own a car, thus a lack of transport options may limit life opportunities. They suffer the most from injuries, noise pollution and air pollution.

EqIA

2.8 From an EqIA perspective there are vulnerable social groups that need special consideration in transport planning with regards to inequalities. These groups are likely to experience transport-

related exclusion and/or be subject to negative externalities of transport. The EqIA for the Slough LTP3 focused on a number of key Equality Target Groups, principally:

- Gender – with a specific focus on women;
- Age – specifically the young and the old;
- Ethnicity – specifically black, Asian and minority ethnic groups;
- People from different religious backgrounds;
- Disabled people; and
- Sexual orientation – lesbians, gay men, bisexual and heterosexual groups.

2.9 However, the following groups were also considered in the EqIA as they have the potential to become socially excluded:

- People on low incomes;
- Job seekers;
- Immigrants;
- Residents in deprived areas; and
- Those without access to a car.

HRA

2.10 There are no international sites within Slough's boundaries but the authority is close to the following internationally designated sites, which may be affected by the LTP3:

- Burnham Beeches SAC;
- South West London Waterbodies SPA and Ramsar; and
- Windsor Forest and Great Park SAC.

3. Methodology

SEA

Introduction

3.1 The SEA started as the preparation of LTP3 began and it has progressed concurrently in an iterative fashion in order to integrate environmental sustainability considerations into the plan making process. The SEA has been used as a tool for improving LTP3's environmental sustainability performance. Specifically, this has been achieved through allowing environmental (and wider sustainability) objectives to be considered throughout LTP3 formulation process: from inception through development to adoption of the LTP3 proposals, measures and schemes.

3.2 An SEA Scoping Report, incorporating HIA, HRA and EqIA was published for consultation in April/May 2010 setting out the results of the SEA Stage A and the related tasks of the other parallel assessment processes.

3.3 This Environmental Report documents the scoping work undertaken during the initial stages of the SEA process and takes the process further by reporting on the significant environmental effects of the preferred proposals and schemes, proposed mitigation measures and proposals for monitoring significant environmental effects (Stage B).

3.4 As it has already been stated, the SEA process has been integrated as far as possible with three other assessment processes: HIA, EqIA and HRA. Table 3.1 demonstrates how the integration has been planned and achieved throughout all the stages of the SEA and LTP3 preparation.

Table 3.1 - Integration of the Assessment Processes

Transport Planning Stage	Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment
	Stage	Tasks	Tasks	Tasks	Tasks
Determining the scope of the LTP (Strategy and Implementation Plan); clarifying goals; specifying the problems or challenges the authority wants to solve	**A. Setting the context and objectives, establishing the baseline and deciding on the scope**	Identify related plans/programmes		Identify Health related plans/programmes (as part of SEA)	Review of relevant policies and strategies
		Identify environmental protection objectives		Derivation of health -related themes	Derivation of equality-related themes
		Baseline data and likely future trends	Identify all international sites within and up to 20km around the Tyne and Wear area	Gather data relating to health (as part of SEA).	Baseline evidence
		Identify sustainability issues	Contact Natural England for details of all international sites and consultation purposes	Identify health specific issues (as part of SEA)	Identify equalities specific issues
		Develop objectives, indicators and targets (Assessment Framework)	Liaise with SEA team to ensure SEA Assessment Framework cover international sites appropriately	Ensure inclusion of Health specific objectives in SEA Assessment Framework	Ensure inclusion of Equalities specific objectives in SEA Assessment Framework
		Prepare SEA Scoping Report, incorporating HRA and HIA	HRA information incorporated in SEA Scoping Report	HIA information incorporated in SEA Scoping Report.	EqIA information incorporated in SEA Scoping Report.
		Consult on the scope of the SEA including HIA, and HRA	*Consultation as part of SEA Scoping Report consultation*	*Consultation as part of SEA Scoping Report consultation. Consultees include Primary Care Trust and other health stakeholders.*	*Consultation as part of SEA Scoping Report consultation. Consultees include Slough Borough Council's Equality and Diversity team.*
Generating options for the strategy and implementation plan to resolve these challenges; appraising the options and predicting their effects	**B. Developing, refining and appraising strategic alternatives (LTP Strategy and Implementation Plan options)**	Assess LTP3 objectives against the Assessment Framework		*HIA assessment of LTP3 objectives, strategic options and preferred options to be undertaken within the SEA*	
		Develop, refine and appraise strategic options (including transport schemes)			Screening exercise of proposed strategic options (including transport schemes)
		Evaluate/select preferred options.			
Selecting preferred options for the strategy	**B. Assessing the effects of the LTP Preferred Options**	Predict and assess effects of options taken forward			Assessment of equality adverse/negative impacts for LTP Preferred Options

Transport Planning Stage	Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment
	Stage	Tasks	Tasks	Tasks	Tasks
and implementation plan and deciding priorities	**(Strategy and Implementation Plan)**	Propose mitigation measures			
Production of the draft LTP (Strategy and Implementation Plan)		Propose monitoring programme	*Monitoring as part of SEA*	*Monitoring as part of SEA*	*Monitoring as part of SEA*
	C. Prepare Environmental Report		Initial HRA Review of Preferred Strategy proposals	HIA fully documented in Environmental Report (no separate output but HIA component properly identified)	Prepare EqIA Report (EqIA also documented in Environmental Report)
Consultation on draft LTP (Strategy and Implementation Plan)	**D. Consultation on the Environmental Report**		**Consultation on HRA Review Report with Natural England separately**	*HIA Consultation included in Environmental Report consultation*	**Consultation on EqIA Report**
Production of final LTP (Strategy and Implementation Plan)	**D. Prepare a supplementary or revised Environmental Report if necessary**	Assess significant changes	HRA Screening of final LTP (if necessary). HRA Screening report sent to Natural England for agreement of findings (if necessary).	*HIA assessment of significant changes undertaken as part of SEA*	EqIA of final LTP
		Prepare supplementary or revised Environmental Report	Prepare updated HRA Report following Natural England comments (if necessary). (HRA fully documented in Environmental Report)		Prepare updated EqIA Report if necessary (EqIA documented in Environmental Report)
Adoption of LTP	**D. SEA Statement**				

Assessment Methodology

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

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

3.6 The work undertaken involved the completion of the SEA stages A, B, C and D and associated tasks as follows:

Stage A - Setting the Context and Establishing the Baseline

Other Relevant Plans and Programmes

3.7 The Slough LTP3 will both influence and be influenced by other plans, policies and programmes (PPPs) produced by district councils, by statutory agencies and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for LTP3, both directly and indirectly. Such relevant plans and programmes have thus been identified.

3.8 The constraints or challenges that relevant plans and programmes pose for LTP3 were considered and broad environmental sustainability themes were identified. This is presented in section 5 of this report.

Baseline Information

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

3.10 Baseline information provides the basis for understanding existing local environmental as well as social issues, in particular in respect of health and equality, and alternative ways of dealing with them; formulating objectives to address these issues and predicting and monitoring environmental effects.

3.11 Baseline data tables (Appendix B) have been prepared where data have been listed under SEA topic areas. These tables record:

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

3.12 Baseline data maps have also been produced to illustrate spatial distribution of baseline information and are presented in Appendix B.

3.13 Data were collated from a wide range of existing SBC and external sources. For each indicator readily available, quantified baseline data were collected in a format applicable to the issues to be assessed by the SEA and at a relevant geographical level. The main sources used were official websites on the internet, LTP2 SEA Environmental Report 2006-11, LTP2 Progress Review, Slough Core Strategy 2006-2026 – Appropriate Assessment Screening, Slough Core Strategy SAR, Slough Core Strategy DPD, SBC's reports and data, the Census 2001 and Area Profiles (Audit Commission).

3.14 Where significant gaps exist, these are identified and recommendations for filling the gaps have been included in the proposals for monitoring the implementation of LTP3 against the SEA objectives.

Key Issues

3.15 Key environmental and wider sustainability issues in Slough, in particular those pertaining to health and equality, have been identified as a result of the analysis of the baseline data and the review of other plans and programmes. The identification of these issues helped to focus the SEA and other assessment processes on the aspects that really matter. Opportunities for how LTP3 could assist in addressing these issues have also been identified. This is presented in section 6 of this report.

Developing SEA Framework

3.16 A set of SEA objectives against which the policies and proposals in LTP3 can be assessed, was drawn up. They were identified by reviewing relevant policy documents at the international, national, regional and local level (see Other Relevant Plans and Programmes above), reviewing the baseline data and identifying key sustainability issues. The SEA objectives were refined through the consultation on the original Scoping Report and are presented in this report.

3.17 For each objective, assessment prompt questions and potential indicators have been set out to form an SEA framework. Table 7.3 in section 7 shows the SEA framework, identifying how relevant SEA Directive topic(s) as well as HIA, EqIA and HRA work streams have been covered.

3.18 The assessment prompt questions provide a clarification of the intended interpretation of each objective to support direction of change sought through the implementation of LTP3. The questions have guided the LTP3 assessment process.

3.19 Existing indicators have been used as often as possible. In some cases, specific new indicators have been proposed. The SEA framework indicators aim to capture the change likely to arise from the LTP3 implementation and have played a role in the assessment.

3.20 An analysis of the likely evolution of the state of the environment without the implementation of LTP3 was also undertaken at this stage. Likely future trends have been examined for the continuation of LTP2 programmes only (i.e. the 'without plan' or 'business as usual' scenario). This is presented in section 7 of this report.

Consulting on the Scope of SEA

3.21 SBC sought the views of the Consultation bodies and others on the scope and level of detail of the ensuing Environmental Report. A Scoping Report was prepared to that effect. No comments were received from the Scoping Report consultation.

Stage B - Developing alternatives

Testing the Plan Objectives against the SEA Objectives

3.22 A compatibility assessment of LTP3 objectives (in its initial stages of preparation) against the SEA objectives has been undertaken as part of the iterative process to assess the sustainability of LTP3 objectives. This has been undertaken to ensure that the overall objectives of LTP3 were in accordance with the SEA objectives and to provide a suitable framework for developing alternatives. The results are presented in section 8 of this report.

Developing, Refining and Appraising Strategic Alternatives

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

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

3.25 While carrying out this evaluation, the following was considered for each LTP3 alternative:

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

3.26 The results are presented in section 9 of this report.

Assessing the Effects of LTP3 Preferred Strategy

3.27 Assessing the significance of predicted effects is essentially a matter of judgement. There are a number of factors that will determine the significance of an effect, e.g. its scale and permanence and the nature and sensitivity of the receptor. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect that are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance also includes information on how the effect may be avoided or its severity reduced.

3.28 DfT requires that all forms of transport proposals, including LTPs, are appraised against the Government's five over-arching transport objectives, namely: environment, safety, accessibility, economy and integration. DfT guidance on NATA, as set out in TAG Unit 2.11 notes that NATA appraisal methodologies should be used in undertaking SEA of LTPs. Table 1.2 shows how NATA objectives have been integrated with SEA topics.

3.29 The methodology that has been adopted for this assessment is generally broad-brush and qualitative.

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

Table 3.2 - Criteria for Assessing Significance of Effects

Assessment Scale	Significance of Effect
+++	Large beneficial
++	Moderate beneficial
+	Slight beneficial
0	Neutral
-	Slight adverse
--	Moderate adverse
---	Large adverse

3.31 Moderate and large beneficial and adverse effects have been considered of significance, whereas no effect and slight beneficial and adverse effects have been considered non-significant.

3.32 The results of the prediction and evaluation tasks are presented in tables highlighting how the Draft LTP3 Preferred Strategy performs against the SEA objectives and are included in this Environmental Report as Appendix D.

3.33 The assessment also considered cumulative, indirect (secondary) and synergistic effects of LTP3.

Secondary and Cumulative Effects Assessments

3.34 Annex I of the SEA Directive requires that the assessment of effects include secondary, cumulative and synergistic effects.

3.35 **Secondary or indirect effects** are effects that are not a direct result of the plan, but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Environmental Effects.

3.36 **Cumulative effects** arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

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

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

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

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

- Identification of key environmental, health and equality issues as part of the review of relevant strategies, plans and programmes and baseline data analysis (Table 6.1);
- Establishing the nature of likely cumulative effects, causes and receptors (Table 6.2);
- Identifying key receptors (e.g. specific wildlife habitats) in the process of collecting baseline information and information on how these have changed with time, and how they are likely to change without the implementation of the LTP3. Targets have been identified (where possible), that indicate how close to capacity the key receptor is, which is a key determining factor in assessing the likelihood of cumulative and synergistic effects occurring, and their degree of significance (Table B.3).
- Particularly sensitive, in decline or near to their threshold (where such information is available) or with slow recovery receptors have been identified through the analysis of environmental issues and problems (Table B.3, Table 6.1 and Table 6.2).
- The development of SEA objectives and indicators has been influenced by cumulative effects identified through the process above and SEA objectives that consider cumulative effects have been identified (Table 7.3).

- Cumulative effects of LTP3 proposals have been assessed (Table 11.4).

3.40 The results are presented in section 11 of this report.

Mitigating Adverse Effects and Maximising Beneficial Effects

3.41 Mitigation measures have been identified to reduce the scale/importance of significant negative effects.

3.42 The results are presented in section 12 of this report.

Monitoring the Environmental Effects of Plan Implementation

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

3.44 A monitoring programme has been prepared showing, for each significant effect, what data should be monitored, the source of the data, the frequency of monitoring, as well as when and what actions should be considered if problems are identified from the monitoring.

3.45 The results are presented in section 13 of this report.

Stage C – Preparing the Environmental Report

3.46 An Environmental Report was prepared to accompany Draft LTP3 on consultation.

Stage D – Consulting on Draft LTP3 and Environmental Report

Assessing Significant Changes

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

3.48 SBC sought the views of the Consultation bodies and others on the Draft Environmental Report. No comments were received on the Draft Environmental Report following consultation.

Preparing the Final Environmental Report

3.49 This is the Final Environmental Report of the Slough LTP3.

SEA Statement

3.50 Following completion of the public consultation, and preparation of the Final ER and the Final LTP3 document, an SEA Statement has been prepared setting out the following:

- How environmental considerations have been integrated into the LTP3;
- How the Environmental Report has been taken into account in preparation of the 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.

HIA

Introduction

3.51 In order to ensure that potential impacts of LTP3 on health and health inequalities have been considered, and to fulfil the requirements of health legislation, an HIA has been undertaken in an integrated fashion with the SEA process. The need for the HIA arises from the recognition that LTP3 policies and proposals may impact on the factors influencing the health of communities and individuals, including such factors as accessibility and affordability of transport, levels of physical activity, air and noise pollution, personal safety and perception of safety and community severance. The HIA was integrated with the SEA process to maximise synergies between the two processes, as the SEA provides an important opportunity to address the wider determinants of health (e.g. air quality and climate change) and to promote health, prevent ill health and tackle health inequalities by ensuring that they are effectively covered in the plan assessment process.

3.52 The key elements of the HIA as part of the SEA include:

- PPP review and legislative context;
- Setting the context, baseline and scope of the assessment;
- Identification of health and health inequalities issues;
- Development of HIA specific objective(s);
- Assessment of impact; and
- Reporting.

3.53 The adopted approach to the HIA ensured that health issues were considered throughout the assessment process from reviewing the relevant plans and programmes, establishing the baseline and building up the area's population profile in terms of health, identifying the key issues, developing the SEA Framework and assessing LTP3 options.

Methodology

PPP Review and Legislative Context

3.54 Health related plans and programmes, as well as legislation documents, have been identified and reviewed alongside the other plans and programmes. In addition to the DH Draft guidance, the following guidance documents, setting out how the evidence should be applied to the local context, have been reviewed:

- 'Specification for Review of Evidence for Strategic Environmental Assessment of Local Transport Plans round 3 in England' for the forthcoming new DfT guidance concerning HIA for LTP3;
- 'Health Impact Assessment of Transport Initiatives – A Guide'[15]; and
- 'Transport Access and Health in the East of England'[16].

3.55 As a result of this review, the links between transport and health and vulnerable social groups that need special consideration in respect of transport planning with regard to their health have been be identified. This information is presented in Section 2 of this report. It has informed the technical scope of this study.

[15] Health Impact Assessment of Transport Initiatives A Guide, Health Scotland, MRC Social and Public Health Sciences Unit and Institute of Occupational Medicine, 2007

[16] Transport, access and health in the East of England, Eastern Region Public Health Observatory, 2006

3.56 The key health related themes presented in Section 4 of this report were identified as a result of the review of the relevant plans and programmes.

Setting the Context, Baseline and Scope of the Assessment

3.57 This stage enabled the HIA to be set in context, against which the likely impacts of LTP3 have been assessed.

3.58 The identification of the vulnerable groups and linkages between health and transport informed the baseline data collection (Section 5 and Appendix B) in terms of specifying requirements for data on the demographic make-up of the local population (including vulnerable groups), health status of the local population (including vulnerable groups) and features of the local area, such as levels of noise and air pollution.

Identification of Health and Health Inequalities Issues

3.59 Health related issues have been identified, as a result of the analysis of the baseline data and the review of other plans and programmes. Opportunities for how LTP3 could assist in addressing these issues were also identified. This is presented in section 6 of this report.

Development of HIA Specific Objective(s)

3.60 Three health-specific objectives were included in the set of SEA objectives with a view to distilling the main effects of LTP3 on health and health inequalities (Section 7). The SEA framework was also designed to ensure that all the DH guidance topics and the identified linkages between transport and health in Section 4 receive an appropriate coverage in the SEA objectives, assessment prompt questions and indicators.

Assessment of Impact

3.61 The identification of the vulnerable groups and linkages between health and transport informed the assessment process against the HIA specific objective. The multi-faceted nature and complex linkages of health determinants have also been recognised in the assessment against the other relevant SEA objectives, e.g. objectives on air quality, equality and accessibility.

3.62 The assessment of LTP3 has been undertaken indicating any potential negative and/or positive health impacts occurring as a result of its future implementation. Impacts on public health have been characterised in terms of their nature, direction (i.e. increasing or decreasing) and magnitude. Specifically, the magnitude of impacts has been judged based on the following (where the data were available):

- ‘Nastiness/niceness’ of impacts (e.g. lethal impacts are deemed as more serious than temporal noise disturbance);
- Number/percentage of people affected;
- Timing of impact (immediate or delayed);
- Who is affected (focus on vulnerable groups identified). This aspect has been aligned with EqIA as appropriate; and
- Certainty of impacts.

3.63 The HIA identified actions that can enhance positive impacts and reduce or eliminate negative impacts of LTP3 with respect to health and health inequalities.

Reporting

3.64 The results of the HIA are reported as an integral part of this Final Environmental Report.

EqIA

Introduction

3.65 In order to ensure that potential impacts of LTP3 on equality have been considered and to fulfil the requirements of the Equality Act, an EqIA has been undertaken as a parallel exercise to the SEA process. However, the EqIA process has also been integrated with the SEA through the following steps:

- PPP review and legislative context;
- Setting the context, baseline and scope of the assessment;
- Identification of equalities issues;
- Development of EqIA specific objective(s);
- Assessment of impact; and
- Reporting.

Methodology

PPP Review and Legislative Context

3.66 The relevant legislative and policy context for addressing equality has been established in the EqIA report and also as part of the review of the relevant plans and programmes in Section 4.

3.67 Specifically, in developing the EqIA approach as part of the LTP3 process, the following guidance and documents have been reviewed and considered:

- http://www.idea.gov.uk/idk/core/page.do?pageId=8017247 the Equality and Diversity web link which includes the 'Equality Standards for Local Government';
- Equalities Act - Equality Impact Assessments. Government Equalities Office, April 2009; and
- Slough Corporate Equalities Plan, 2009-2012.

3.68 The key equality related themes presented in Section 4 of this report were identified as a result of the review of the relevant plans and programmes.

Setting the Context, Baseline and Scope of the Assessment

3.69 This stage enabled the EqIA to be set in context, identifying the pre-existing conditions in Slough in relation to equality issues. This contextual understanding has then been used as the baseline against which the likely impacts of LTP3 have been assessed.

3.70 The protected characteristics specified in the Equality Act informed the baseline data collection (Section 5 and Appendix B) in terms of specifying requirements for data on the demographic make-up of the local population and socio-economic characteristics of the area to describe the profiles of the various communities in the Borough.

Identification of Equalities Issues

3.71 Equality related issues have been identified, as a result of the analysis of the baseline data and the review of other plans and programmes. Opportunities for how LTP3 could assist in addressing these issues were also identified. This is presented in section 6 of this report.

Development of EqIA Specific Objective(s)

3.72 Three equality-specific objectives were included in the set of SEA objectives with a view to distilling the main effects of LTP3 on equality. It was also ensured that all the protected

characteristics and other vulnerable social groups are properly covered in the assessment prompt questions and indicators under these objectives.

Assessment of Impact

3.73 The impacts of the LTP3 proposals have been assessed against the EqIA specific objectives in terms of likelihood, type and magnitude of impact. The EqIA examined the likelihood for LTP3 to affect any of the identified equality groups disproportionately.

3.74 Potential negative effects have been identified along with measures to counteract such impacts; and positive outcomes have been presented with opportunities to further enhance such impacts, where possible.

Reporting

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

4. Identifying environmental, health and equality objectives in other plans, policies and programmes

Introduction

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

4.2 The SEA Directive specifically states that information should be provided on:

"The relationship [of the plan or programme] with other relevant plans and programmes"

"The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"

4.3 In addition to this, the PPPs related to HIA and EqIA have also been considered and are reported alongside environmental considerations in this section.

Methodology

4.4 Both LTP3 and the SEA Scoping Report should be set in the context of international, national, regional and local objectives along with strategic planning, transport, social, economic and environmental policies.

4.5 Relevant plans and programmes include those at different levels (international, national, regional, etc.) that influence LTP3, or those in other sectors which contribute, together with LTP3, to changes in the environmental conditions of the area to which they apply. Relevant plans and programmes may include land use or spatial plans, plans dealing with aspects of the physical environment, and plans and programmes for specific sectors or types of activity. Environmental protection objectives may be set by policies or legislation. Such policies and legislation may include European Directives, international undertakings, UK initiatives and national planning guidance.

4.6 During the course of preparing this Environmental Report much of the regional PPPs have been abolished by Government thus changing influence away from regional policy. However, these regional documents have been included as correct at the time of preparation of the Scoping Report and are also relevant in terms of useful content for evidence base. Their removal does not affect the Environmental Sustainability Themes identified below.

Review of Environmental, Social and Health related PPPs

4.7 The review of PPPs revealed a large amount of common themes in terms of their objectives relating to health, equality, the environment and other social issues within the context of transport planning.

4.8 Table 4.1 - PPP review lists the results of the PPP review; and the second column lists which of the assessment methodologies are most directly relevant to that particular plan, policy or programme.

Table 4.1 - PPP review

Plan, Policy or Programme	Directly Relevant Process
International/European	
European Directive: Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)	SEA, HRA
European Directive: Noise Directive 2002/49/EC	SEA, HIA, EqIA
European Directive: Conservation of Wild Birds Directive (79/409/EEC)	SEA, HRA
European Directive: Air Quality Directive (96/62/EC)	SEA, HIA, EqIA
EU 6th Environmental Action Programme (2002)	SEA, HIA, EqIA
EU Sustainable Development Strategy (2006)	SEA, HIA, EqIA
Kyoto Protocol to the UN Framework Convention on Climate Change (2005)	SEA
EU Directive on Ambient Air Quality and Management (1996/62/EC)	SEA, HIA, EqIA
Environmental Liability Directive (2004/35/EC)	SEA, HIA, EqIA
EU Thematic Strategy on Air Quality, 2005	SEA, HIA, EqIA
National Emissions Ceiling Directive (2001/81/EC)	SEA, HIA, EqIA
Action Plan on Biodiversity (2006-2010)	SEA
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	SEA
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)	SEA
EU Biodiversity Strategy (EU, 1998)	SEA
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)	SEA
Johannesburg Declaration on Sustainable Development, 2002	SEA, HIA, EqIA
Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (EC, 2007)	SEA
EC Green Paper on Adaptation to Climate Change in Europe (2007)	SEA, HIA, EqIA
UN Framework Convention on Climate Change (2008)	SEA, HIA, EqIA
European Landscape Convention (EC, 2000)	SEA
Guidelines for Community Noise (WHO, 2000)	SEA, HIA, EqIA
Groundwater Directive (GWD) (2006/118/EC)	SEA
Water Framework Directive (2000/60/EC)	SEA
Waste Framework Directive (2006/12/EC)	SEA

Plan, Policy or Programme	Directly Relevant Process
European Convention on the Protection of the Archaeological Heritage (1992)	SEA
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)	SEA
Together for Health: A Strategic Approach for the EU 2008-2013 (White Paper, 2007)	HIA
Health Effects of Transport-Related Air Pollution (WHO, 2005)	HIA
Transport, Environment and Health (WHO, 2000)	HIA
Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)	HIA
European Transport Policy for 2010: A Time to Decide (EC, 2001)	SEA
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)	SEA, HIA, EqIA
Freshwater Fish Directive (78/659/EEC)	SEA
Disability Discrimination Act 1995	EqIA, HIA
Equality Bill 2009	EqIA, HIA
National	
Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (TaSTS), Department for Transport (2007)	SEA, HIA
Delivering a Sustainable Transport System (DaSTS), Department for Transport (2008)	SEA, HIA
Delivering a Sustainable Transport System (DaSTS): Consultation on Planning for 2014 and Beyond, Department for Transport (2008)	SEA, HIA
Low Carbon Transport: A Greener Future, A Carbon Reduction Strategy for Transport, Department for Transport (2009)	SEA, HIA
Securing the Future - UK Government Sustainable Development Strategy, Department for Environment, Food and Rural Affairs (2005)	All
UK Climate Change Bill, (2008)	All
Ultra-low Carbon Vehicles in the UK, HM Government (2009)	SEA, HIA
Delivering a Sustainable Railway, Department for Transport (2007)	SEA, HIA
Powering Future Vehicles Strategy, Department for Transport (2002)	SEA, HIA
National Air Quality Strategy, Department for Environment, Food and Rural Affairs (2007)	SEA, HIA
UK Biodiversity Action Plan, UK Biodiversity Partnership and HM Government (1994)	SEA
Planning for a Sustainable Future, Department for Communities and Local Government (2007)	SEA, HIA, EqIA
Strong and Prosperous Communities Statutory Guidance (2008)	HIA, EqIA, SEA

Plan, Policy or Programme	Directly Relevant Process
Health is global: a UK Government strategy 2008-13 (2008)	SEA, HIA
PPS1- Delivering Sustainable Development (2005)	SEA, HIA
PPS1 (supplement) - Planning and Climate Change (2007)	SEA, HIA
PPG2 - Green Belts (1995)	SEA, HIA
PPS4 - Planning for Sustainable Growth (2009)	SEA
PPS9 - Biodiversity and Geological Conservation (2005)	SEA
PPS10 - Planning for Sustainable Waste Management (2006)	SEA
PPG13 - Transport (2001)	SEA, HIA
PPG15 - Planning and the Historic Environment (1994)	SEA
PPG16 - Archaeology and Planning (1990)	SEA
PPG17 – Planning for Open Space, Sport and Recreation (2002)	HIA, EqIA, SEA
PPS22 – Renewable Energy (2004)	SEA
PPS23 - Planning and Pollution Control (2004)	SEA
PPG24 - Planning and Noise (1994)	HIA, EqIA, SEA
PPS25 - Development and Flood Risk (2006)	HIA, EqIA, SEA
The Countryside and Rights of Way Act 2000	HIA, EqIA, SEA
Air Quality Regulations 2000 and The Air Quality (Amendment) Regulations 2002	HIA, EqIA, SEA
Conserving Biodiversity – The UK Approach (Defra on behalf of the UK Biodiversity Partnership 2007)	SEA
PSA Delivery Agreement 27 Lead the Global Effort to Avoid Dangerous Climate Change (HM Government, 2007)	HIA, EqIA, SEA
PSA Delivery Agreement 28 Secure a Healthy Natural Environment for Today and the Future (HM Government, 2007)	HIA, EqIA, SEA
Wildlife and Countryside Act (England and Wales) 1981	SEA
The Conservation (Natural Habitats, &c.) Regulations 1994	SEA
Carbon Pathways: Informing Development of a Carbon Reduction Strategy for Transport (DfT, 2008)	SEA
Climate Change Act 2008	SEA
Building a Low-Carbon Economy – The UK's Contribution to Tackling Climate Change. The First Report of the Committee on Climate Change (Committee on Climate Change, 2008)	SEA
Adapting to Climate Change in England (DEFRA, 2008)	All
Environment Act 1990	SEA
A Better Place to Play (Environment Agency, 2006)	HIA, EqIA

Plan, Policy or Programme	Directly Relevant Process
Future Water: The Government's Water Strategy for England (2008)	SEA
Draft Heritage Protection Bill (2008)	SEA
Ancient Monuments and Archaeological Areas Act 1979	SEA
Clean Neighbourhoods and Environment Act 2005	SEA
Environmental Noise (England) Regulations 2006 SI 2238	SEA
Waste Strategy for England (Defra, 2007)	SEA
Heritage Protection for the 21st Century: White Paper (DCMS, 2007)	SEA
Planning (Listed Buildings and Conservation Areas) Act 1990	SEA
The Eddington Transport Study (Eddington, 2006)	SEA, HIA
Planning for Economic Development (ODPM, 2004)	SEA
Child Road Safety Strategy (DfT, 2007)	HIA, EqIA, SEA
Older People: Their Transport Needs and Requirements (DfT, 2001)	HIA, EqIA, SEA
10 Year Transport Plan (DfT, 2000)	HIA, EqIA, SEA
Sustainable Distribution: A Strategy (DfT, 1999)	HIA, EqIA, SEA
DfT Sustainable Development Action Plan (2007 and 2008)	HIA, EqIA, SEA
Road Safety Act 2006	HIA, EqIA, SEA
The Future of Transport White Paper – A Network for 2030 (DfT, 2004)	HIA, EqIA, SEA
Building Sustainable Transport into New Developments (DfT, 2008)	HIA, EqIA, SEA
Road Traffic Reduction Act 1997	HIA, EqIA, SEA
Road Traffic Reduction (National Targets) Act 1998	HIA, EqIA, SEA
The Historic Environment: A Force for Our Future, DCMS, 2001	SEA
Public consultation on Draft Noise Action Plans (July 2009)	HIA, EqIA, SEA
Regional	
The South East Plan (2009)	All
South East Green Infrastructure Framework (2009)	All
RPG 9 Chapter 9: Regional Transport Strategy (2004)	HIA, EqIA, SEA
Sustainable Communities in the South East (2005)	HIA, EqIA, SEA
SEEDA Regional Economic Strategy 2002 – 2012 (2006)	SEA
Regional Sustainability Framework (2008)	All
RPG9 Chapter 10: Energy Efficiency and Renewable Energy (2004)	SEA
RPG9 - Waste and Minerals (2006)	SEA
Berkshire Unitary Authorities Joint Minerals and Waste Development	SEA

Plan, Policy or Programme	Directly Relevant Process
Framework Core Strategy (2007)	
South East Social Inclusion Statement (2008)	EqIA
South East Biodiversity Strategy (2009)	SEA
Berkshire LBAP: Urban Habitat Action Plan April 2006- March 2011 (2006)	SEA
Royal Borough of Windsor and Maidenhead Local Plan (2003)	All
Spelthorne Borough LDF: Core Strategy and Policies DPD (2009)	All
South Bucks Local Plan (1999)	All
Hillingdon LDF: Core Strategy (2007)	All
Heathrow Airport Environmental Noise Directive Draft Noise Action Plan 2010-2015 (Consultation July 2009)	HIA, EqIA, SEA
Removing barriers to accessibility for disabled and reduced mobility people to the South East England's transport networks (South East Regional Assembly, 2008)	HIA, EqIA, SEA
Local	
Rights of Way Improvement Plan 2007-2017 (2007)	HIA, EqIA, SEA
Proud to be Slough: Slough's Sustainable Community Strategy (2008)	HIA, EqIA, SEA
A Walking Strategy for Slough 2001-2011 (2005)	HIA, EqIA, SEA
Slough Local Development Framework Core Strategy DPD and SAR (2008)	All
Strategy for Inspection of Contaminated Land 2001	SEA
Children and Young People's Plan (2008 – 2011) (2008)	EqIA
Fitter and Healthier Futures: An obesity strategy for Berkshire East 2008-2012- Action Plan for Slough	HIA
A Supporting People Strategy for Slough 2005-2010	EqIA
Sustainable Communities Strategy (2008)	EqIA
Comprehensive Equalities Plan 2009-2012	EqIA

Results

4.9 Environmental and social objectives and issues of relevance to the SEA, HRA, EqIA, HIA and the preparation of LTP3 identified during the review have been used to formulate a general set of themes relevant to the SEA of the Slough LTP3. This is presented in Table 4.2, which also show the implications arising for the LTP3 and the link between these objectives and the SEA topic areas, HRA, EqIA and HIA.

4.10 The result of this assessment will be integrated into the SEA Framework for appraisal of the LTP3, provided in section 7 of this report. Appendix A shows which of the key PPPs are relevant to the sustainability themes identified in Table 4.2. The relevance of each theme arising from the PPPs in relation to SEA, HRA, EqIA and HRA is also examined.

Table 4.2 - Sustainability Themes derived from the review of Policies, Plans and Programmes

Theme	Implications for the LTP	Relevance to SEA, HRA, HIA and EqIA	Relationship to the SEA objectives
Environmental			
Identify, manage and protect habitats and species which are important on a international, national and local scale	The LTP should protect and enhance important habitats and species at national, regional and local levels. The LTP should positively contribute to wider biodiversity and connectivity between sites of biodiversity importance and significance.	SEA: Biodiversity, Flora and Fauna, HRA	6, 7
Minimise the impact of noise on local communities and the environment	The LTP should seek to minimise noise pollution from road traffic as much as practicable.	HIA EqIA SEA: Human Health, Population	3
Reduce air pollution and ensure air quality continues to improve	The LTP should seek to improve local air quality.	HIA EqIA SEA: Human Health, Population	2, 4, 14, 17
Protect and enhance the built and historic environment	The LTP should protect and enhance valued historic environment and its settings.	SEA: Cultural Heritage, Landscape	5
Address the causes of climate change through reducing emissions of greenhouse gases	The LTP should aim to reduce the causes of climate change by reducing greenhouse gas emissions associated with transportation.	HIA EqIA SEA: Air; Climatic Factors, Human Health	1-11
Enable adaptation and a reduce exacerbating the effects of the consequences of climate change including the risk of flooding	The LTP should promote sensitive development in identified flood risk areas and should seek to safeguard against increased risk of flooding.	HIA EqIA SEA: Human Health, Climatic Factors, Population, Material Assets	1, 2, 6, 7, 9, 11, 12
Maintain and improve the water quality of rivers and ground waters and coasts, and	The LTP should seek to prevent watercourses and groundwater pollution.	HIA SEA: Water, Human Health	8

Theme	Implications for the LTP	Relevance to SEA, HRA, HIA and EqIA	Relationship to the SEA objectives
to achieve sustainable water resources management			
Promote protection and enhancement of landscape and townscape character including Slough's open spaces and Green Belt and encourage sustainable use of and access to green open space	The LTP should protect and enhance valued landscapes, should promote access to the countryside and green infrastructure	HIA EqIA SEA: Landscape	12
Reduce, reuse and recycle waste	The LTP should promote minimisation of waste production and reduction of the amount of waste that is sent to landfill.	HIA SEA: Population, Material Assets	10
Increase energy efficiency, security and diversity of supply and the proportion of energy generated from renewable sources	The LTP should promote energy efficiency and optimise the use of renewable energy.	HIA SEA: Climatic Factors, Material Assets	11
Ensure prudent use of natural resources and conserve soil resources and quality	The LTP should seek to ensure natural and soil resources are not adversely affected by transport development.	SEA: Soil, Material Assets	10
Social			
Reduce the need to travel and achieve a modal shift to more sustainable transport options	The LTP should provide opportunities to achieve modal shift to more sustainable transport options, minimise the need to travel and enable the provision of effective cycling and walking connections.	HIA EqIA SEA: Population, Human Health, Climatic Factors, Air	2, 17
Reduce deprivation and social and geographical exclusion, protecting the vulnerable, disadvantaged and mobility impaired to create cohesive communities	The LTP should promote safe and sustainable communities and allow accessibility to all, including the vulnerable, disadvantaged and mobility impaired, to employment and other opportunities.	HIA EqIA SEA: Population, Human Health	12- 17

Theme	Implications for the LTP	Relevance to SEA, HRA, HIA and EqIA	Relationship to the SEA objectives
Promote accessibility and transport links to key services, including health, education, employment, community facilities, leisure and housing	The LTP should seek to ensure key services, leisure and community facilities are served by a range of transport options to improve accessibility.	HIA EqIA SEA: Population, Human Health	17
Improve road safety, safety for all travellers, reduce crime and fear of crime	The LTP should promote road safety and safe and sustainable communities through the design of transport infrastructure.	HIA EqIA SEA: Population, Human Health	15, 16
Improve the health and well being of the population and reduce inequalities in health	The LTP should improve accessibility to health services, minimise the need to travel and enable the provision of 'active travel' - effective cycling and walking connections to improve health overall.	HIA EqIA SEA: Population, Human Health	2, 14,17

The Slough Local Development Framework

4.11 Although all plans and programmes reviewed to inform the Scoping stage of the SEA process are deemed to be relevant to LTP3, the Slough Local Development Framework (LDF) Core Strategy, adopted in December 2008, is considered to be of particular importance.

4.12 Some of the Core Strategy key policies that relate to the development of transport infrastructure include:

- Core Policy 1 (Spatial Strategy) seeks to encourage development in built up areas, promoting the co-location of services and facilities. This may affect the provision of transport facilities and support a modal shift to more sustainable modes and reduced congestion. Development will not be permitted where transport infrastructure is not adequate, which may affect LTP3 deliverables;
- Core Policy 3 (Housing Distribution) - Aims to create 5,700 new homes in the town, which will place significant demands on transport infrastructure;
- Core Policy 5 (Employment) - Allows for employment in the town centre and the Slough Trading Estate with warehousing and distribution developments taking place in the eastern part of the Borough, and states that *'the location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy.'*;
- Core Policy 6 (Retail, Leisure and Community Facilities) – seeks to focus development in the town centre and supports sustainable transport principles as part of a sequential test; and
- Core Policy 7 (Transport) - Developments will be expected to contribute toward the development of Slough Town Centre as a Regional Transport Hub; improvements of key

transport corridors to Heathrow; station enhancements; and the creation of a Transport Hub within Slough Trading Estate. It also emphasises the need for parking restraint.

Review of HIA guidance documents

4.13 As there is no specific guidance on how to undertake HIA of LTP3, the following HIA guidance documents have been reviewed at this stage to inform the development of a methodology for the LTP3:

- Health Impact Assessment of Transport Initiatives A Guide, Health Scotland, MRC Social and Public Health Sciences Unit and Institute of Occupational Medicine, 2007;
- NICE public health guidance 8: Promoting and creating built or natural environments that encourage and support physical activity, 2008;
- Specification for Review of Evidence for Strategic Environmental Assessment of Local Transport Plans round 3 in England, 2009

4.14 This review identified the links [17] between transport and health, including both health outcomes and health determinants. These links are listed below in Table 4.3 and shown in Figure 4.1, and will inform the HIA of the LTP3 at the assessment stage.

Table 4.3 - Links between National Transport and National Health issues

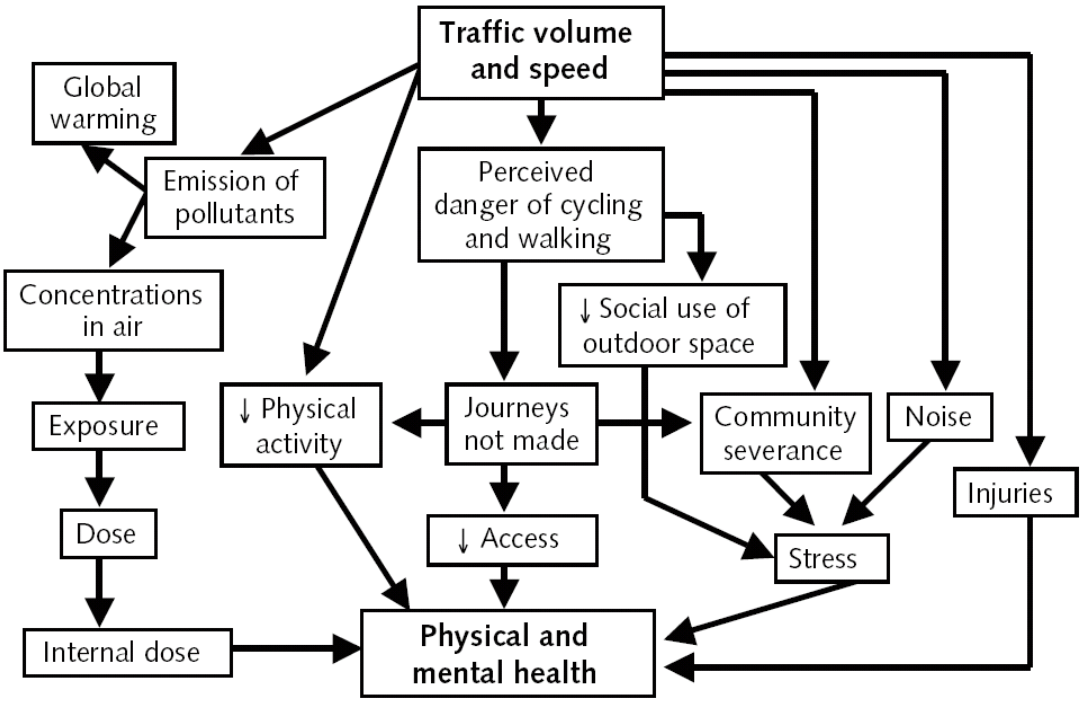
Health Outcomes and Determinants	Explanation
General physical health	• Accessible and affordable transport enabling good access to education, employment, fresh food, friends and family, leisure and health services enhances health. • Access to a car is linked to improved physical health through such factors as improved access to essential services and health promoting amenities, reflection of socio-economic status and raised self-esteem. A proportion of those who are at most risk of social exclusion have no access to cars.
Physical activity	• Walking and cycling are physically active forms of transport - 'active travel'. • Physically active transport may lead to increases in overall levels of physical activity.
Injuries and deaths	• Road trauma is a leading cause of morbidity and mortality across all age groups. Reducing the impact of road trauma has been a great public health success in the past 20 years, however vehicle crashes and collisions still produce a great deal of avoidable death and disability. • Travel by rail and aeroplane has the lowest rate of fatality or serious injury. • The road users at highest risk of being killed or seriously injured are cyclists and pedestrians. • The most commonly cited cause of a road crash is speed.
Air pollution	• The pollutants most associated with traffic are small particles

[17] Mainly based on Health Impact Assessment of Transport Initiatives A Guide, Health Scotland, MRC Social and Public Health Sciences Unit and Institute of Occupational Medicine 2007

Health Outcomes and Determinants	Explanation
	(PM), nitrogen dioxide (NO_2) carbon monoxide (CO) and toxicants such as benzene. • Increased outdoor air pollution is associated with increased cardio-respiratory mortality and morbidity. Some effects are more or less immediate and affect vulnerable groups (e.g. children, people whose health is already impaired) in particular, whereas the effects of long-term exposure are more widespread. • PM is the constituent most closely associated with adverse health outcomes. Some evidence shows that PM from traffic is more toxic (per unit mass) than PM from other sources.
Noise pollution	• Motorised forms of transport are a common source of noise pollution, with road traffic being the most common. • Noise pollution at the levels generated by traffic can lead to serious annoyance, interference with speech and sleep disturbance. • Stress has been suggested as a possible mechanism through which noise may affect mental and physical health. • Evidence suggests noise pollution may limit children's learning.
Land blight	• Land blight caused by roads and other transport infrastructure reduces enjoyment and discourages active recreation.
Stress/mental health and quality of life	• Noise pollution generated by transport can lead to stress. • Where public transport passengers feel 'overcrowded' this may lead to stress but the perceptions of overcrowding and related stress may be mediated by feelings of safety and control. • Traffic jams can be a source of stress for transport users. • For low income families dependency on walking as a primary form of transport can impact on their time for other recreational activity and may add to psycho-social stress within the family. • Access to a car has been linked to improved mental health. • Increased levels of physical activity may have a protective effect on mental health.
Personal safety and perceptions of safety	• Streets dominated by motorised vehicles with reduced numbers of people on the streets may create a social environment that is conducive to increased crime, which then discourages more people from walking, in particular women and children. • Fear of crime is an important factor influencing travel choices. Women's fear is greater than men's, and women are more likely to avoid using public transport as a result. • Personal safety may also affect decisions to walk or cycle.
Social capital and	• There is an observed relationship between positive social

Health Outcomes and Determinants	Explanation
inclusion and community severance	capital and health. Good transport planning, promoting less-car dominated environments, can enhance social capital by increasing the number of people walking or cycling on the streets and making the streets a place of social interaction. • Community severance results from the divisive effects of the provision and use of transport infrastructure: major roads and railways running through an existing community.
Climate change	• Greenhouse gases from transport contribute to climate change, which in addition to their global effects will affect the health of the population locally– particularly with an increase in flooding, summer temperature, levels of solar radiation and frequency of extreme weather events leading to increased levels of fatalities, injury, infectious diseases, heat related deaths, skin cancer cases and cataracts.

Figure 4.1 - Potential effects of traffic volume and speed on physical and mental health



Source: West Midlands Public Health Observatory, 2006

5. Baseline Information

Introduction

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

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

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

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

Methodology

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

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

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

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

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

- What is the current situation, including trends over time?
- How far is the current situation from known thresholds, objectives or targets?
- Are particularly sensitive or important elements of the environment, economy or society affected?
- Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?

- How difficult would it be to prevent, reduce or compensate for any negative effect?
- Have there been, or will there be, any significant cumulative or synergistic effects over time?

General Characteristics of Slough

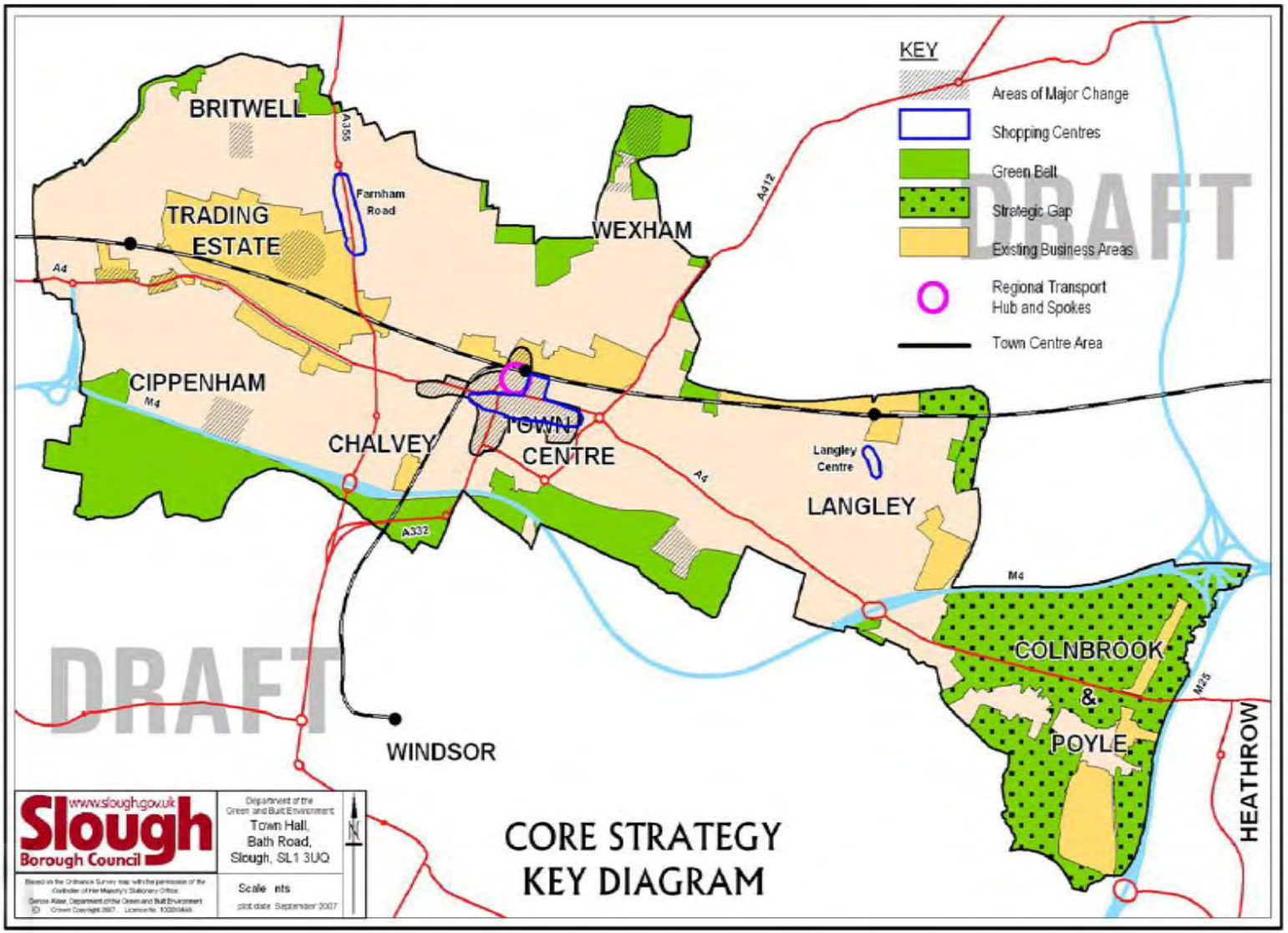
5.8 Slough is situated to the west of London in the Thames Valley. It is a very small Borough of just 32.5 square kilometres and is densely built up. It is surrounded by Green Belt land to the west and north (in South Bucks), the south (Windsor & Maidenhead) and the east (London Borough of Hillingdon). The only substantial area of Green Belt in Slough is located south of the M4 and east of Langley in the Colnbrook and Poyle area.

5.9 The development of Slough has been greatly influenced by its strategic transport links. There are three stations on the Great Western Railway line in the Borough, which provide access to Paddington Station to the east and Reading and beyond to the west. There is also a branch line from Slough to Windsor. The A4 runs through the length of Slough with the M4 motorway running parallel along the south of the Borough. The M25 runs north-south along the eastern boundary. Heathrow airport also lies just to the east of the Borough boundary with the new Terminal 5 only a mile away from the Poyle Industrial Estate.

5.10 The geographical boundary of the Borough is shown in Figure 5.1, taken from the Core Strategy. The overall environmental characteristics of the Borough are shown in Figure 5.2.

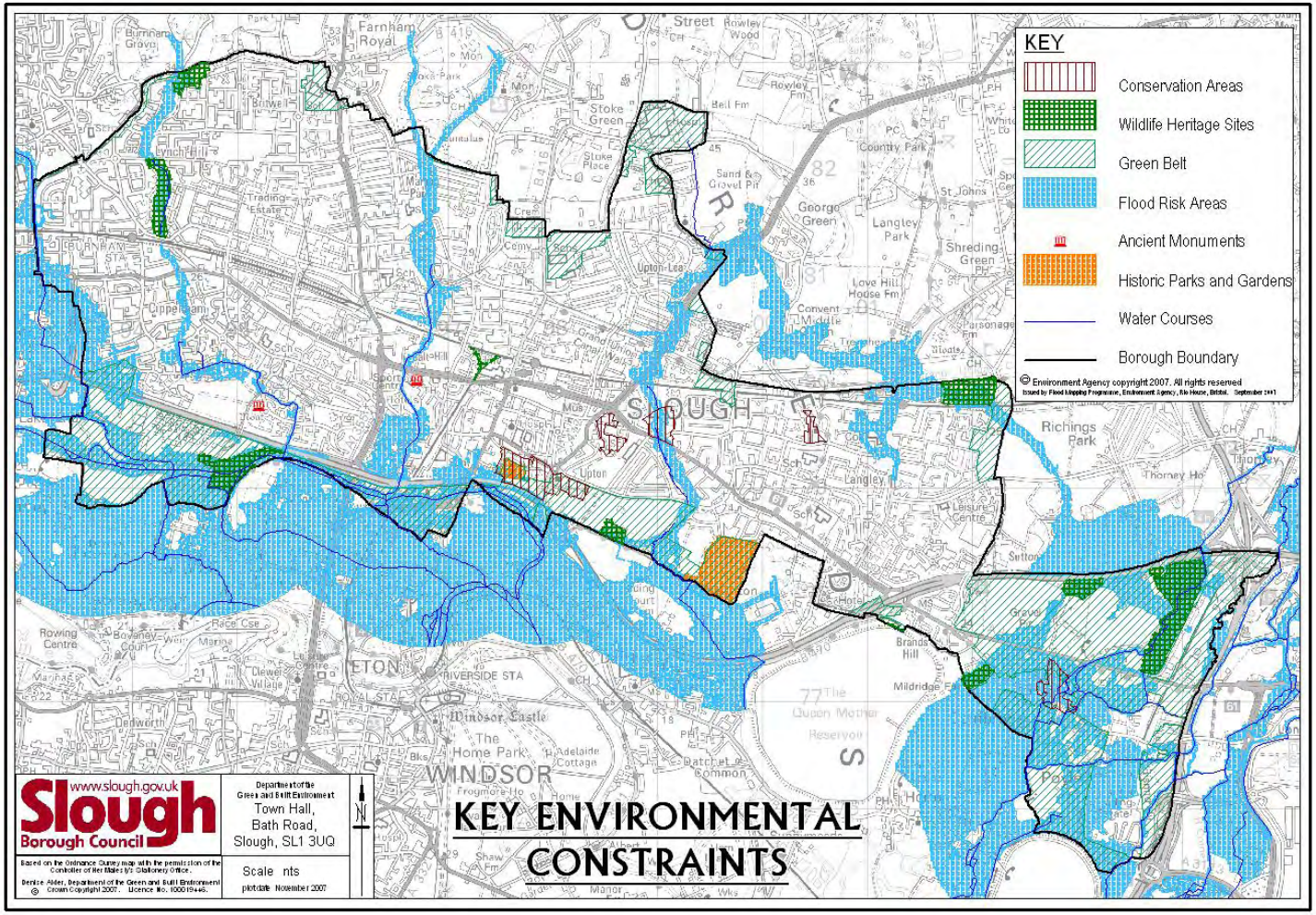
5.11 This SEA is primarily concerned with effects arising from implementation of the Slough LTP3. Although the SEA will mostly focus on effects within Slough Borough, it will also consider the effects of the proposals on surrounding areas, the region, and on national and global issues that are deemed relevant.

Figure 5.1 – Slough Borough General Characteristics



Source: Slough Borough Council 2007 (taken from Core Strategy SAR 2007)

Figure 5.2 - Environmental Assets and Constraints



Source: Slough Borough Council 2007 (taken from Core Strategy SAR 2007)

Data Analysis

5.12 The baseline data provides an overview of the environmental and social characteristics of the LTP3 area and how these compare to the region and the UK. This overview is presented in Appendix B. The analysis of the baseline data has highlighted a number of key issues in Slough. These, together with implications and opportunities arising for the LTP3, have been summarised in Table 6.1.

5.13 Data have been collated and analysed for the following indicators (note: although particular indicators are listed under specific headings, most of the indicators will have an effect on both environmental and social factors):

Environmental Data

- Traffic growth;
- Traffic volume (Area wide vehicle kilometres excluding trunk roads);
- Changes in peak period traffic flow to urban centres: number of vehicles entering Slough Town Centre during the am peak;
- Compliance with car parking standards;
- Noise Action Plan Priority Areas;
- Area and number of sites designated for nature conservation and condition: Internationally Designated Sites for Biodiversity; Sites of Special Scientific Interest (SSSIs); Biodiversity Action Plan sites; National Reserves and Country Parks; Local Wildlife Sites
- Area of Ancient Woodland;
- Landscape Character Areas;
- Extent of Green Open Space lost to built development;
- Extent of Green Belt and green public open space;
- Accessible Natural/ Semi Natural Green Space;
- Number of Listed Buildings;
- Listed Buildings at risk;
- Conservation Areas;
- Scheduled Monuments;
- Registered Parks and Gardens;
- Construction on previously developed land (PDL);
- Percentage of river length assessed as good chemical quality or better;
- Percentage of river length assessed as good biological quality or better;
- Groundwater source protection zones (SPZ);
- Number of planning permissions granted contrary to Environment Agency advice based on flood risk or water quality;
- Risk of flooding;
- CO_2 Emissions;
- Number of Air Quality Management Areas (AQMA);

- PM_{10} levels;
- NO_2 concentrations;
- Emissions of Greenhouse Gases;
- Renewable energy generation; and
- Noise levels.

Social Data

- % of working age population who are claiming job seekers allowance;
- Percentage of children aged under 16 in workless households (a workless household is a household containing at least one man aged 16 to 64 or woman aged 16 to 59, where none of the adults over 16 are working);
- Average household income;
- Unemployment;
- Total population;
- Percentage of population by gender;
- Percentage of population by age;
- Population Density (people per hectare);
- Household number and average size;
- Modes of transport used to travel to work by the resident population;
- Commuters;
- Annual bus journeys from Slough on airport bus services;
- Bus patronage;
- Buses running on time: % of services departing in window of 1 minute early and 5 minutes late;
- Satisfaction of residents with bus transport;
- Satisfaction with the High Street as a place to visit;
- Percentage of residents satisfied with their neighbourhood as a place to live; and
- Usual mode of travel to school for 5-16 year olds.

Health and Equality Specific Data

- Cycling and walking routes;
- Indices of Multiple Deprivation;
- Residents by ethnicity;
- Residents by religion;
- Average life expectancy at birth;
- Proportion of population with self-assessed health;
- Mortality rates (per 100,000 population);
- Percentage of people with a limiting long term illness;

- People with a long term disability;
- Adult participation in sport;
- Obesity;
- Physically active children;
- Provision of strategic public open space per 1,000 population;
- Percentage of residents who feel fairly safe or very safe outside during the day;
- Percentage of residents who feel fairly safe or very safe outside after dark;
- Number of recorded crimes per 1,000 people;
- Distance travelled to work by the resident population;
- Accessible public transport;
- Number of cycling trips;
- Number of walking trips (annualised index): walking trips across town centre locations (9 sites);
- Car ownership;
- Percentage length of footpaths and rights of way which are easy to use;
- Percentage of the footway network which may require repair;
- Percentage of pedestrian crossings which have facilities for disabled people;
- % of new residential development within 15 and 30 minutes by public transport of a GP, primary or secondary school, post office and major retail centres;
- Road injuries and deaths;
- Number of people killed or seriously injured in road traffic collisions;
- Number of people slightly injured on the roads; and
- Number of people killed and seriously injured on the roads (children aged under 16 years).

Data Limitations

5.14 The purpose and use of indicators is to provide quantified, objective information in order to show how things change over time. However, they do not explain why particular trends are occurring and the secondary, or knock-on effects of any changes.

5.15 It is considered that the data collated are of a sufficient level and accuracy to provide a comprehensive overview of the sustainability situation in Slough as it currently stands in relation to the LTP. However, there are some gaps in the data in relation to trends, which may affect the prediction of effects of the LTP during analysis. Other data gaps include:

- Local road data for area-wide traffic levels;
- Air quality data relating to:
  - London Heathrow Airport Terminal 5;
  - The operation of a new materials recycling facility and the refurbishment of the current clinical waste incinerator at South Grundon; and
  - The widening of M25 near Colnbrook.

6. Key Environmental, Health and Equality Issues

Introduction

6.1 The next interlinked task in the SEA is the identification of key environmental issues. The requirement to identify problems and issues arises from the SEA Directive, where it is stated that the Environmental Report required under the Directive should include:

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

6.2 The identification of environmental issues of particular significance in Slough provides an opportunity to define key issues for LTP3 and to improve and refine objectives and options. The analysis of environmental issues influences the baseline and the SEA framework, in particular in identifying and selecting indicators and targets. This section describes the current situation and highlights the key issues faced within Slough. It does not attempt to cover all the issues but identifies those that are considered to be a priority in terms of the socio-environmental sustainability of the Borough. Table 6.1 below presents the results of the analysis of key environmental and social issues including equality and health.

6.3 Issues/Opportunities that have been identified with particular relevance to transport include:

- Growth in population;
- Decrease in traffic volume;
- Increase in population diversity;
- High proportion of school-age children travelling both within and to the Borough for education;
- High levels of work commuting by car;
- Improving levels of accessibility for people with mobility impairments;
- Improving standards of walking and cycling routes
- Good access to local services and facilities (although a data only available for a limited set of services and facilities);
- Need to increase the local skills base;
- Good access to local employment opportunities;
- Undesirably high levels of road injuries and deaths;
- Higher than national average levels of crime and the fear of crime;
- High proportion of residents living with long term disabilities compared to regional peers;
- Higher than average mortality rate;
- High proportion of children living in low income households;
- Poor levels of accessible natural greenspace;
- Poor levels of open space including space for play;

- High levels of overall deprivation in pockets of the Borough;
- Decreasing CO_2 emissions;
- Poor air quality;
- High levels of noise pollution;
- Cultural heritage under threat from development pressure;
- Habitats and species under threat from development pressure;
- Flood risk (although flood defences present);
- Potential for unidentified contaminated land;
- Poor river water quality; and
- Low and Zero Carbon Energy Generation and Energy Efficient Transport Solutions.

Table 6.1 – Key Issues and Opportunities

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
1.	**Population** Congestion can have significant negative environmental and social effects. Slough's population increased between 2001 and 2008 and is projected to rise further. This is likely to increase pressure on services, facilities, utilities and infrastructure required to support this population.	The LTP3 should seek to reduce the need to travel in the first instance, followed by encouraging walking and cycling as modes of transport and improving the provision of public transport in terms of its integration, quantity and quality. This may help to accommodate the projected increase in population, as a modal shift is realised.	HIA SEA: Human Health, Population, Air, Climatic Factors EqIA
2.	**Traffic Growth and Congestion** Traffic growth in Slough is projected to decline in the near future, based on combined local data trends and economic trends. DfT local road data for area-wide traffic levels in 2008 are not yet available but the combined local road/ trunk road data shows that the level dropped 1.3% between 2007 and 2008. The combined figure published at the end of June 2009 shows a decline from 913m to 901m veh kms. The 1.3% drop was similar to Bracknell Forest, greater than the -1.22% average for the South East and the -0.46% for Bucks but less than the -2.6% for Windsor & Maidenhead. The Road Traffic Reduction Report of December 2008 shows total AADT flows in Slough decreasing by 2.4% between 2006 and 2007/08 illustrating that there remain differences between DfT area-wide and locally collected traffic data. It can be anticipated that the economic recession will further reduce traffic levels in 2009 (national traffic in the first quarter of 2009 was 3.5% below a year earlier).	The LTP3 should seek to maximise this opportunity as ensuring a reduction in the overall growth in car trips is essential to reduce congestion, in order to bring improvements, both environmental and economic, to the area. Emphasis should be placed on the improvement of an integrated system and tackling problems of accessibility with the aim of reducing the number of journeys made by car. The LTP3 can contribute to reducing congestion and encouraging modal shift by facilitating a widening of travel choice through quality integrated facilities and services, public transport, walking and cycling improvements, demand management, network management, travel planning and intelligent transport systems. Consider improving coordination and integration of different public transport modes through the use of smart ticketing, allowing passengers to move seamlessly between modes. Consideration should be given to combining engineering and infrastructure measures with publicity or awareness-raising campaigns and/or practical offers to promote active modes of transport	SEA: Human Health, Population, Air, Climatic Factors

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
		or physical activity.	
3.	**Population Diversity** The proportion of residents of Slough who are aged less than 18 is higher than that experienced both regionally and nationally (25%, 22.4% and 22.7% respectively). Slough has the third highest population density within the South East of England, and the highest overcrowding indicator rating (16.9% this compared to 7% on average for England and Wales). With 40% of residents from Black and Ethnic Minority backgrounds and 50 different languages being spoken, Slough is a diverse community. The Slough Race Equality Council has *"noted a sharp rise in the number of refugees and asylum seekers during the past few years."* Potential barriers to public transport accessibility may be experienced if provision does not cater for a wide range of people. These may include language issues, problems with intercommunity relations, and the quantity of provision in different areas.	The LTP3 will need to ensure that potential barriers to the use of public transport infrastructure for all members of the community are addressed. Consultation, publicity and awareness-raising campaigns, practical offers and encouragement of partnerships would facilitate behavioural change by making the process more inclusive and participatory and by empowering all stakeholders with an interest in transport planning so they feel they are part of the process and thus more likely to commit to behaviour change and take on more responsibility.	SEA: Human Health, Population EqIA
4.	**Travel to School** People travelling to and within the Borough for school are likely to contribute significantly to traffic, especially at peak times. School census information for 2007/08 indicates that non-car transport made up about 56% of travel to primary school. By contrast, almost 61% of secondary school age children used non-car transport in that year, much higher than the trajectory. The Children and Young People's Plan indicates that a large number of children who do not live in the Borough travel to Slough daily for school. "*Slough is home to approximately 32,000 children aged between 0 and 19 years: more than one quarter of its population (27%), and the second highest proportion of children amongst the Local Authorities of the South East. One-third of households identified at the 2001 Census had dependent children (33.9%, second highest rate within the South East). Children,*	The LTP3 should seek to specifically address travel to school, both within the Borough, as well as seeking to provide integrated services to connect with students outside of the Borough.	SEA: Population, Human Health, Air, Climatic Factors HIA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	young people and their families therefore represent a significant component of the total local population. In addition to those children and young people who live here, there are significant numbers who have other connections to the area - for example, pupils living elsewhere but educated in Slough schools, attracted here by the quality of our schools (2,791 or 12% of all our pupils)."		
5.	**Travel to Work and Public Transport Patronage** In 2008/09, approximately 40,000 people commute from outside the Borough to work in Slough and approximately 23,000 Slough residents travel outside the Borough to work. Around 3,000 of Slough residents work at Heathrow Airport. (AMR 08/09) In 2001, a larger proportion of people in Slough drove to work compared to figures for the South East as a whole. More recently, investment in infrastructure and vehicles and in new and expanded services has been followed by very encouraging increases in bus patronage and in customer satisfaction- representing 20% growth in the first three years of LTP2. The percentage of residents of Slough who are satisfied with the local bus service has been observed to have increased. People travelling to and within the Borough for work are likely to contribute significantly to traffic, especially at peak times. Recently published data by the Office of Rail Regulation shows that usage of the Borough's three stations was almost 7.6m in 2007/08, a 7.7% increase over the previous year.	The LTP3 should continue to increase the use of public transport, especially for journeys to work, both within the Borough, as well as seeking to provide integrated services to connect to outside of the Borough. The use of financial incentives, such as road pricing and a congestion charge, should be considered to discourage reliance on the private car. The LTP3 should also promote cycling as a mode of transport.	SEA: Population, Human Health, Air, Climatic Factors HIA
6.	**Accessibility for all** Slough and Maidstone West are the only two hubs in the South East which are presently classified as inaccessible. The fact that Slough is not able to offer accessible rail services is significant as they will need to act as key transport hubs when Olympic events are held at Eton Dorney in 2012. (SERA 2008) In 2004/5, only 42% of pedestrian crossings had facilities for disabled	The LTP3 should ensure that all infrastructure and services are inclusive, Projects could include: • An increase in town centre bus services; • Concessional fares; • Community based transport; and • An accessible transport hub for rail services.	SEA: Population, Human Health HIA EqIA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	people. (LTP2) However, the LTP2 Progress Review asserts that in 2007/8 over 90% of crossings had facilities for disabled people.		
7.	**Walking and Cycling Routes** Slough's footpaths and rights of way are considered to be in good condition. However their ease of use is undesirably low. In 2004/5 77% of rights of way were considered easy to use by the general public. (LTP2) In 2006/07 41% of Slough's footway network was in need of potential structural maintenance compared to the baseline figure of 44%. However progress since then has been good and the 2007/08 figure is down to 14% (LTP2 Progress Review) The LTP2 Progress Review asserts that cycling trips at the 9 survey sites in 2007 was 12% greater than the previous year and 25% more than in 2005. Walking trips, however, were less frequent in 2007 (at around 20,000 trips) than in 2005 (around 25,000 trips).	The LTP3 should seek to ensure that all walking and cycling routes are in optimal condition, to improve ease of use and encourage walking and cycling as modes of transport for all members of the community.	SEA: Population, Human Health, Landscape, Air, Climatic Factors HIA EqIA
8.	**Access to Key Services and Facilities** In 2007/8, 100% of the community of Slough could access a GP surgery or Primary School within 15 to 30 minutes by public transport, and 94% could access secondary schools and 96% retail centres within the same distance. These proportions are increased from 2004 levels.	The LTP3 should seek that 100% of people can access all key services and facilities within 15 to 30 minutes by public transport. For primary schools and GPs, this should be reduced to walking distance.	SEA: Population, Human Health HIA EqIA
9.	**Access to Skills and Employment** Heathrow Airport and the Slough Trading Estate are important contributors to employment in the Borough. The enhanced Slough- Heathrow bus services promoted by Slough Borough Council, First and BAA have greatly improved the accessibility of the airport and will assist in taking this scheme forward (LTP Progress Report). The number of airport bus journeys taken in Slough has more than doubled since 2002/03 and, in 2008/09, exceeded the AMR target for 2010/11 (reaching almost 2.7m). In 2008/9, 63% of the population lived within 45 minutes of Heathrow airport by bus, an increase of 60% in 2006/7.	The LTP3 should seek to ensure that employment opportunities are easily accessible by a range of modes of public transport, for all members of the community.	SEA: Population, Human Health HIA EqIA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	Despite this, Slough's unemployment rate is historically the highest in Berkshire and higher than that observed in both the South East of England and the UK. The Slough Economic Assessment (GWE, Jan 2006) highlighted the need to increase the skill levels of residents. This would encourage local employment and reduce the need for commuting, both into and out of the Borough. One early output has been the launch of a training scheme at Heathrow.		
10.	**Road Safety** The number of slightly injured in 2008 was similar to the 2007 figure (545 compared to the previous 546). People killed or seriously injured (KSI) on the roads in 2008 was higher than the figure for 2007 (57 compared with 49), which is undesirably high. Specifically for children, the KSI figures in the LTP Progress Report (2008/9) show that in 2007 there was a high number of KSI children (11), compared to 3 in 2008. Trend data show great fluctuation in this figure, although it indicates a decrease from 2001.	The LTP3 should aim to reduce overall traffic levels, through increasing sustainable modes of transport that are accessible to all. In addition, a focus on improving road safety through the implementation of principles such as the transport user hierarchy could be established. Potential measures include enhanced street lighting or extending the CCTV network in public transport and at interchanges. The LTP3 can contribute to an improvement of road safety for users of all modes of transport through measures such as: • Traffic management such as 20mph zones, traffic calming and signing. • Accident investigation including accident databases and road safety audits. • Engineering schemes and enforcement. • Education, training and publicity.	SEA: Population, Human Health HIA EqIA
11.	**Crime and the Fear of Crime** Since 2004 actual crime levels have been coming down in Slough. The Safer Slough Partnership's Strategic Assessment 2009/10, however, indicates that despite a long term trend of reduced crime in Slough, it was higher in 2008/09 than in 2007/08. Fear of crime levels are improving, although they remain higher than	Designing out crime and the fear of crime should be a key consideration in the LTP3, especially as a way to overcome potential barriers to the use of public transport and walking and cycling routes.	SEA: Population, Human Health HIA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	national averages. 5% of people feel unsafe in Slough in the daytime (compared with 12% in 2006) and 41%feel safe outside in Slough after dark (compared to 29% in 2006) (Annual Attitude Survey 2008 in Sustainable Community Strategy 2008). Connected to issue 13, a lack of 'things to do' for local people may lead to an increase in crime levels and the fear of crime. Creating new areas of public space could help to reduce crime levels, as could the provision of increased and accessible sports and leisure facilities. At present, Slough has 6 such facilities[18].		EqIA
12.	**Health Inequalities** The percentage of households in Slough with one or more persons living with a limiting long-term **disability** stands at 14% (2001 Census), a relatively high percentage when compared to regional peers. This issue was particularly acute amongst the working age population in the more deprived wards, such as Foxborough, Baylis and Stoke and Chalvey. Of the 299 children with an identified learning disability, 50%with severe disability and 32% with a moderate disability are from the Pakistan community. (Source Education Dept, Special Needs Data, 2002) The average mortality rate for Slough between 2003 and 2007 was significantly higher than that observed for the South East of England. Poor health is strongly related to poverty and according to the Berkshire East Primary Care Trust Annual Report approximately 5,800 children are living in low income households in the Borough. (Primary Care Trust Annual Report 2006/7). As seen in Figure 3.1, traffic volume and speed can have a significant effect on physical and mental health. Notwithstanding the effects of traffic on air quality and other environmental and social effects (such as noise, physical activity levels and road safety) that can affect health levels (discussed elsewhere in this table), increased traffic levels can have an effect on increasing a perceived danger of walking and cycling which could lead to fewer journeys being made by foot or cycle, which could further exacerbate traffic and its associated problems. This can have an effect on stress levels, as well as reducing community cohesion through a reduction in interaction,	The LTP3 could contribute to reducing health inequalities through a large range of interconnected solutions including decreasing traffic, which could have benefits for road safety, air quality, stress, community cohesion and noise pollution. Measures to increase access to health facilities as well as decrease traffic and increase accessibility for disabled people should focus priority on the most deprived wards, where people are less likely to have access to private modes of transport.	SEA: Population, Human Health, Air HIA EqIA

[18] http://www.sloughleisure.com/tvac/index.html

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	which can have further negative social effects such as crime and antisocial behaviour.		
13.	**Physical Activity and Access to Public Open Space/ Natural Green Space** A significant area of Colne Valley Park lies in Slough. The Colne Valley Park is a regional park situated on London's western edge. It covers 43 square miles of varied scenery ranging from semi-urban to unspoilt countryside and contains many valuable habitats. The Park is at its narrowest at this point and so the protection and enhancement of this section is of maximum importance. (LTP2 Environmental Report) The amount of designated greenbelt land and public open space has remained constant since 2005/06 (2008/9 Greenbelt: 835 ha Public open space: 278 ha). This land is under pressure from future development and redevelopment within the Borough. There is 33.996ha of accessible natural greenspace in the Borough (2005). There is no accessible natural greenspace in the wards of: Baylis and Stoke; Chalvey; Cippenham Green; Farnham; Foxborough; Kedermister; Langley St Marys; or Wexham. Access to public open space and natural green space can have an effect on a number of sustainability indicators including physical activity levels and crime and the fear of crime. The amount of open space provided within Slough is insufficient, and compares poorly with National Playing Fields Association minimum standards. The proportion of 5-16 year olds who spend at least 2 hours per week on physical activity in Slough dropped by almost 7% between 2006/07 and 2007/08. Over the same period, the proportion across England increased. A lack of public open space could be attributed to increased fear of crime, as young people may have nowhere to meet except residential areas. The majority of users travel by car to access natural greenspace (35.3% and 48.4% = 41.8% average). The average travel time was 14 minutes. The site audits revealed a general lack of appropriate or clearly marked pathways, which would impact on the use particularly for those with a disability. (SBC PPG 17 Sport, Recreation and Open Space Study)	The LTP3 should ensure that the development of infrastructure enhances access to natural open space and recreational facilities, leading to no loss of provision and an increase in provision where possible. The LTP3 has the potential to improve accessibility to open space through the Rights of Way Improvement Plan. The LTP can also help create and link new areas of open space. It should also aim to promote countryside access and enjoyment and encourage regular physical activity for children and adults as part of a healthy lifestyle to reduce obesity levels and associated health problems as well as reducing crime and the fear of crime.	SEA: Population, Human Health, Landscape, Biodiversity, Air HIA EqIA HRA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
14.	**Deprivation** There are significant pockets of disadvantage within the Borough including many vulnerable children, with high numbers of asylum seekers, unaccompanied minors, transient families, low-income households, Looked After Children (LAC), and children with Learning Difficulties and Disabilities (LDD). In terms of overall deprivation, Slough is consistently within the least deprived half of England's districts, and 6% of Slough's population lived in the 20% most deprived areas of England in both 2007 and 2006. Deprivation measures are strong indicators of additional need, for example poor health is strongly correlated to poverty. The available measures indicate large variations between neighbourhoods across Slough. (Children and Young People's Plan)	The LTP3 should seek to address measures within its reach to reduce deprivation including measures that will improve air quality, improve safety, reduce inequalities in other types of pollution such as noise, and increase accessibility to services and facilities including employment and education.	SEA: Population, Human Health HIA EqIA
15.	**Contributions to Climate Change** CO_2 emissions per capita in Slough decreased from 5.9t CO_2 per capita in 2005 to 5.72t CO_2 per capita in 2008/9. In 2005, 14.7% of CO_2 emissions in Slough were from road transport (indicators U-ZA in Table B.2 in Appendix B). This figure remained largely unchanged in 2007, at 14.5%. Overall CO_2 emissions decreased slightly in this period, by 1.3%. These figures are lower than the UK average for CO_2 emissions from transport, which stood at 24.2% in 2007.	The combination of measures included in this table, such as those to improve accessibility by non car modes should contribute to reducing GHG contributions from transport. Further, the LTP3 could encourage that public transport provision such as buses, uses the most efficient vehicles possible.	SEA: Human Health, Climatic Factors, Air
16.	**Air Quality** In June 2005 two Air Quality Management Areas (AQMAs) were declared, one for the M4 corridor across Slough's southern boundary, and the second for the A4 at Brands Hill. However, despite the progress made, the town suffers from poor air quality and traffic congestion whilst the standard of the built environment remains poor. Proximity to Heathrow as well as major motorways such as the M40, M25 and M4 aggravates problems especially in relation to air quality. (Sustainable Community Strategy 2008) The Council's Air Quality assessments identify three new developments that have the potential to affect air quality in Slough but have not been assessed yet. These include: London Heathrow Airport Terminal 5; the operation of a new materials recycling facility and the refurbishment of the current clinical waste incinerator at South Grundon; and the widening of M25 near	Slough Borough Council must ensure that the potential changes to data as a result of new infrastructure developments must be taken into consideration when reviewing transport development proposals. The combination of measures included in this table, such as those to improve accessibility by non car modes should contribute to reducing air pollution from road transport.	SEA: Human Health, Air HIA EqIA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	Colnbrook. With regard to specific pollutants of concern, the contribution of road traffic to particulate levels in Slough is lower than that observed in London but significantly higher than that in England. The contribution of road traffic to nitrogen oxide levels in Slough is significantly higher than that observed across London and England as a whole. This is considered to principally result from the motorways and main roads which run through and in close proximity to the Borough.		
17.	**Noise Pollution** Noise is a significant issue in a built up area such as Slough. The area's dense population and mixture of land uses generate significant noise levels. The main source of background noise in Slough is road traffic. Noise is not only a disturbance but also may pose a threat to human health. In addition, noise can affect wildlife. Enhancing and creating new wildlife habitat is particularly important for Slough. The map in Appendix A shows the location of noise pollution action plan priority areas. Part of the community living and engaging in other activities (e.g. work, education, leisure) in the Borough may therefore experience noise levels over acceptable levels. The Borough is in close proximity to Heathrow, the UK's busiest airport. Due to the fact that the prevailing wind over the UK is from the west, Heathrow is on westerly operations 75% of the time, spreading the noise contours over Slough to the north and the south east of Windsor to the south. According to the 2002 Noise Exposure Contours for Heathrow Airport published by the DfT, Slough falls within the 57 Dba Leq. Noise guidance provided by the World Health Organisation12 states "general daytime outdoor noise levels of less than 55 Db(A) Leq are desirable to prevent any significant community annoyance". The areas of Colnbrook and Poyle are the most affected by noise from Heathrow. (LTP2 Environmental Report)	Noise pollution is of particular relevance to the LTP3. The location of transport infrastructure should consider the effects of noise pollution on local receptors. Further, a combination of measures to reduce the reliance on the private car should be implemented, to reduce the effect of road traffic on noise levels.	SEA: Human Health HIA EqIA
18.	**Built Heritage** The Local Plan identifies five conservation areas: • St. Mary's Road, Langley;	It should be ensured through the LTP3 that the cultural heritage of the Borough is not negatively affected by proposals including their settings. Where assets can be enhanced, this should be	SEA: Cultural Heritage, Landscape, Biodiversity,

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	• Upton Park/Upton Village; • Sussex Place/Clifton Road; • St. Bernard's School; and • Colnbrook. In 2008/09, Slough had just under 100 listed buildings, with a further 60 locally listed buildings. None of these are on the 'at risk' register. In addition, there are currently two sites in Slough which are designated as Scheduled Monuments, the Montem Mound at Montem Lane and the Moated Site near Cippenham Court at Wood Lane. Furthermore, the Earthworks at Wexham Court Combined School have been identified as an area of archaeological importance as well as other sites recorded on the County Council's Sites and Monuments Record. The local plan also refers to 2 registered historic parks and gardens (Herschel Park and Ditton Park (western part), both of which are Grade II Parks.) and five parks and gardens of local interest: Green Drive & Kedermister Park, Salt Hill Park, Lascelles Playing Fields, Baylis Park & the Cinder Track, Chalvey Ditch.	incorporated.	Material Assets
19.	**Habitats** Due to the built up nature of Slough, there are few places where semi-natural habitat survives. There are no internationally designated sites of nature conservation interest (see Appendix B Figure B.1). Slough does, however, contain a number of valuable sites of nature conservation which are under pressure from future development and redevelopment within the Borough including several sites that have been identified as Wildlife Heritage Sites (WHS) by Slough Borough Council. The total area of UKBAP priority habitat in SBC has been calculated at 109ha, approximately 3.5% of the land area. The Upton Park Wetland is a Wildlife Heritage Site in Slough. It is situated in a depression on the edge of the River Thames floodplain while the northern section is on an elevated valley-side terrace. There is substantial evidence of a gradual drying and lowering of the watertable at this site. In the last five years, survey results indicate that vegetation has changed from a predominantly wet fen with sedge species occurring throughout, to one	It should be ensured through the LTP3 that the biodiversity of the Borough as well as the protected and non-protected sites immediately outside of the Borough is not negatively affected by proposals including their settings. The LTP3 should take into consideration the protection and enhancement of wildlife corridors which often exist along highways and railway embankments. These link wildlife sites within urban areas and provide connections with the open countryside. Other sites of urban wildlife such as parks, gardens and hedges should also be taken into consideration, and the potential for biodiversity of brownfield sites should be taken into account. The LTP3 therefore has the potential to contribute to conserving and enhancing existing urban wildlife	SEA: Biodiversity, Flora and Fauna, Climatic Factors, Landscape, Soil HRA

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	where aster and willowherb and scrub encroachment is the most common. In addition, a small pond in the northern area was found to have dried up in September 2003. (LTP2 Environmental Report) Wildlife corridors, which refer to the linear stretch of habitat connecting two much larger patches, are also identified as nature Conservation Areas. These include rail-side, canal-side and some streamside areas as well as the Slough Arm of the Grand Union Canal. (LTP2 Environmental Report) Wildlife corridors are especially important in terms of the ability of wildlife to adapt to the changing climate as they allow the migration of species as habitats evolve. Slough Borough includes two ancient woodlands (Cocksherd Wood and Old Wood) which support valuable wildlife and species and are under pressure from future development and redevelopment within the Borough. (SBC CS SAR)	resources and create new habitats, in particular through the use of appropriate locally native species in landscaping plans.	
20.	**Flood Risk** The urban nature of Slough makes it susceptible to flooding. Substantial areas of the Borough are identified by the area as likely to be affected by flooding either from rivers or the sea if there were no flood defences, while even more of the area is identified as at risk of an extreme flood from rivers. Whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk, and there exists a possibility of the channel failing to adequately reduce flood risk. Development should thus be directed away from areas of flood risk.	The LTP3 should ensure that flood risk is not increased through the development of infrastructure, either to people or property. Where possible, flood risk should be decreased through the delivery of measures included in the LTP.	SEA: Soil, Water, Climatic Factors HIA EqIA
21.	**Previously Developed Land** The Borough Council noted that in 2001 there was no evidence of contamination causing actual harm in the Borough. There were, however, several sites where the Council was aware that there was a possibility that harm may arise. In 2008/09, 69 percent of new dwellings were provided on Previously Developed Land (PDL) and all new employment floorspace completed was constructed on PDL.	The LTP3 should consider the need to reuse and remediate previously developed land for its proposals.	SEA: Soil, Water, Climatic Factors HIA
22.	**Water Quality** In 2007, only 50% of the river lengths in the Borough were classified as	Water quality improvement should be incorporated into the LTP3 proposals as pollution from runoff will	SEA: Water, Biodiversity

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
	having 'good' chemical and biological water quality. The majority of Slough falls within inner or outer groundwater source protection zones. In the urban area of Slough, the principal surface water features are: • Roundmoor/Boveney Ditch: Originating near Taplow sewage works to the west of the Borough, and running through Lake End to Eton Wick, eventually feeding into the Thames. • Chalvey Ditch: Running north to south from the Britwell and Manor Park areas, in parts split into two arms, toward Eton Wick, and again flowing into the Thames. These two watercourses are especially sensitive to pollution incidents due to the industrial and commercial nature of uses along their length. The Queen Mother's Reservoir and Wraysbury Reservoir, although entirely outside of the Borough, both border directly onto Slough Borough, and should be also taken into account as potentially at risk from pollution caused in the Borough. (LTP2 Environmental Report)	contribute to water pollution.	
23.	**Low and Zero Carbon Energy Generation and Energy Efficient Transport Solutions** The lack of renewable energy generation in Slough means that the Borough is unlikely to meet the national target for renewable energy generation.	The LTP3 could present an opportunity to develop energy efficient measures throughout the transport system such as through lighting schemes and real time information devices. Proposals for specific levels of fuel efficiency and types could be included in the LTP3 for public transport vehicles; and a strategy could be developed to reduce vehicle use overall to more energy efficient methods of travel e.g. by foot and cycle. This involves the encouragement of efficient and sustainable low carbon travel. Improvements in public transport and better coordination and integration of different modes, the encouragement of walking and cycling are essential to reduce road transport and contribute to improving local air quality as well as combating climate change. Other measures for decarbonising transport include:	

No.	Key Issue	Implications/ Opportunities for LTP	Relevance to SEA, HRA, HIA and EqIA
		• Supporting infrastructure for low emission vehicles. For example, Slough could consider establishing itself as a forerunner in the trialling and adoption of electric vehicle charging infrastructure; • the use of new Intelligent Transport Systems technologies (e.g. bus priority controls and traffic signals) to reduce congestion and therefore CO_2 emissions; • Improving energy-efficiency of public transport and promoting the use of sustainable bio-fuels; • Improving drivers' skills in driving more efficiently through training; • The use of financial incentives, such as road pricing and congestion charging. Monitoring and evaluation play an important role in improving local air and noise pollution.	

Likely Cumulative Effects

6.4 The SEA Directive requires the consideration of cumulative effects. Cumulative effects can occur from the following situations:

- Combined effects of a plan with effects of another plan, affecting the same receptor. For example, proposals from land use and transport plans could affect a nature reserve; and
- Interaction of effects from proposals within a plan affecting the same receptor. For example, proposals to build new roads or upgrade existing ones, implement more lighting schemes, etc in a particular area within a short period of time could result in cumulative noise, dust and light effects on the residents or a sensitive biodiversity habitat nearby.

6.5 Likely cumulative effects of LTP3 have been identified from the analysis of plans and programmes, the baseline data and the key issues. This analysis has identified a set of likely cumulative effects, their receptors and likely causes, as shown in Table 6.2.

Table 6.2 - Likely Cumulative Effects and their Causes

Cumulative Effect	Affected Receptor	Causes
Habitat degradation, loss and fragmentation	Areas of wildlife habitats and sensitive species including the BAP habitats, supporting stag beetles (a UK BAP priority species); two ancient woodlands & WHSs, A large proportion of the WHS area is in an unfavourable & declining condition.	Use of land for new infrastructure, including transport infrastructure, commercial uses and housing. Disturbance of habitats and species as a result of human activities (recreation, noise from transport, etc) and pollution of environmental media (water, soil and air).
Climate change	Population (human health) Transport Infrastructure	Even though local actions to combat an increase in GHG emissions are important, climate change is a global phenomenon and GHG concentrations in the atmosphere are likely to increase during the LTP3 period as a result of human activities worldwide. These activities include transport, energy, industry, buildings sectors and others. Joint efforts of all nations may lead to a subsequent stabilisation and decline of GHG concentrations but such effects may occur in a distant future, beyond the LTP3 period.
Increase in ambient noise levels	Population Species (in particular in proximity to major roads and Heathrow)	Noise generated by different uses, including road traffic and aircraft, given the proximity of Heathrow.
Increase in air pollution	Population Wildlife habitats Species (in particular within the AQMAs, in proximity to major roads and Heathrow)	Air emissions from aircrafts and major roads such as the M40, M25 and M4. Designation of the AQMAs in the borough indicates that capacity of the ecosystem services regulating air quality is under strain and close to being breached.
Increase in flood risk	Population Material assets, including transport infrastructure Wildlife habitats Species	Use of land for new transport infrastructure, commercial uses, housing and associated increase in impermeable surfaces. Risk of significant flooding events is also likely to increase in the future, as a result of climate change consequences.
Depletion of virgin natural resources and materials	Non-renewable virgin natural resources and materials	Demand and use of virgin natural resources and materials for construction of transport infrastructure, housing, other type of buildings, production of goods, etc. Use of carbon-based material as fuel and to generate heat and electricity.

7. SEA Framework

Introduction

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

Methodology

7.2 This SEA includes specific health, equalities and habitats objectives, to ensure the full integration of the assessment processes of HIA, EqIA and HRA, whilst meeting the requirements of the SEA Directive.

7.3 A framework of 18 objectives and associated indicators has been drawn up, developed through the analysis of baseline information and identification of key issues, as well as the PPP review. Other sources include:

- Slough Borough Council: Core Strategy Sustainability Appraisal (November 2007);
- Slough LTP2 SEA Environmental Report (January 2006);
- The South East Regional Sustainability Framework 2009;
- DfT Core National Local Authority Accessibility Indicators, Nov 2009; and
- CLG National Indicators for Local Authorities and Local Authority Partnerships: Handbook of Definitions, 2008; and National Indicators for Local Authorities and Local Authority Partnerships: Updated National Indicator Definitions, 2009;

7.4 As they reflect the key sustainability issues for the Borough as a whole, the Core Strategy Sustainability Appraisal Framework and the LTP2 SEA Framework were important tools in the development of the SEA Framework. Tables 7.1 and 7.2 indicate how the SA and SEA objectives from the LDF Core Strategy SA and the LTP2 SEA are reflected in this SEA Framework for the Slough LTP3. As can be seen in the tables, this SEA Report has a more narrow focus than the SA objectives for the much broader Core Strategy document, which included a wider range of social and economic objectives. Conversely, it can be seen that the SEA objectives created for the LTP3 are broader in scope compared to the SEA for the LTP2, as this report provides an integrated approach to also include HIA, EqIA and HRA.

Table 7.1 – SBC LDF Core Strategy SA Objectives and links to SEA Framework for LTP3

	Core Strategy SA Objective	Relevance to SEA, HRA, HIA or EqIA and where reflected in SEA Framework for LTP3
1.	To improve availability of good quality homes for all	Not directly relevant
2.	To provide opportunities for all people to meet their housing need	Not directly relevant
3.	To improve accessibility and transport links for	Directly relevant to EqIA

	Core Strategy SA Objective	Relevance to SEA, HRA, HIA or EqIA and where reflected in SEA Framework for LTP3
	non-car modes between residential areas and key services and facilities	SEA objectives 12, 13 and 17.
4.	To improve the health and well being of the population and reduce inequalities in health	Directly relevant to HIA. SEA objectives 14 and 15.
5.	To reduce deprivation, poverty and social exclusion	Relevant to EqIA. Relevant elements reflected in SEA objective 13.
6.	To build and sustain strong, cohesive and vibrant communities	Relevant to EqIA. Relevant elements reflected in SEA objective 13.
7.	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally	Relevant to EqIA
8.	To reduce crime and the fear of crime	Relevant to HIA. Relevant elements reflected in SEA objective 16.
9.	To improve opportunities for engagement in cultural, leisure and sporting activity	Relevant to HIA and EqIA. Reflected in SEA objectives 14 and 17
10.	To reduce the risk of flooding and harm to people, property and the environment	Directly relevant to SEA. Reflected in SEA objective 9.
11.	To make the best use of existing buildings and previously developed land	Directly relevant to SEA. Reflected in SEA objective 10.
12.	To reduce air and noise pollution	Directly relevant to SEA. Reflected in SEA objectives 3 and 4.
13.	To address the causes of climate change through reducing emissions of greenhouse gases	Directly relevant to SEA. Reflected in SEA objective 1.
14.	To conserve or enhance the Borough's biodiversity and safeguard the quality of green spaces	Directly relevant to HRA and SEA. Reflected in SEA objectives 6 and 7.
15.	To protect and enhance the quality of the townscape and built environment	Directly relevant to SEA. Reflected in SEA objective 5.
16.	To reduce private motorised road traffic	Directly relevant to SEA and EqIA Directly reflected in SEA objectives 2 and 17
17.	To promote water efficiency and minimise the use of primary resources	Directly relevant to SEA. Reflected in SEA objective 8.
18.	To minimise waste as a priority, reuse then recycle and compost	Directly relevant to SEA. Reflected in SEA objective 10.

	Core Strategy SA Objective	Relevance to SEA, HRA, HIA or EqIA and where reflected in SEA Framework for LTP3
19.	To maintain and improve the groundwater and surface water	Directly relevant to SEA. Reflected in SEA objective 8.
20.	To promote energy conservation, increase energy efficiency and the proportion of energy generated from renewable sources in the Borough	Directly relevant to SEA. Reflected in SEA objective 11.
21.	To increase the vitality and viability of shopping and employment centres	Relevant to EqIA. Reflected in SEA objective 17.
22.	To maintain a diverse economic base and increase local participation in the job market	Not directly relevant
23.	To ensure that congestion does not inhibit the efficiency and sustainability of the local economy and that the transport system supports economic development in appropriate locations	Not directly relevant

Table 7.2 - SBC LTP2 SEA Objectives and links to SEA Framework for LTP3

	LTP2 SEA objective	Relevance to SEA, HRA, HIA or EqIA and where reflected in the SEA Framework
1.	To help tackle climate change by minimising the increase in CO_2 emissions from road traffic during the life of the plan, and helping to meet targets to nationally reduce overall emissions of greenhouse gases by 5.2% below 1990 levels by 2008-2012.	Directly relevant to SEA. Reflected in SEA objective 1.
2.	To meet the National Air Quality Standards in all areas.	Directly relevant to SEA and HIA. Reflected in SEA objective 4.
3.	To ensure existing levels of annoyance from noise caused by traffic do not significantly increase.	Relevant to SEA, HIA and EqIA Reflected in SEA objective 3.
4.	To preserve landscape by ensuring the amount of Green Belt land affected by transport proposals is kept to a minimum.	Directly relevant to SEA and HIA. Reflected in SEA objective 12.
5.	To ensure that the area at risk from flooding in the Borough is not increased due to development of new transport infrastructure.	Directly relevant to SEA. Reflected in SEA objective 9.
6.	To minimise further contamination of watercourses from transport activities (e.g. spraying, salting, runoff), and maintain existing levels of quality in surface watercourses.	Directly relevant to SEA. Reflected in SEA objective 8.
7.	To avoid damage to designated wildlife/ biodiversity sites and protected species.	Directly relevant to SEA and HRA. Reflected in SEA objectives 6 and 7.

7.5 The objectives have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social and environmental themes; as well as others themes devised specifically in relation to the context of the Slough LTP3. The objectives have also been worded to take account of local circumstances and concerns emanating from the analysis of sustainability issues. The analysis of the likely cumulative effects in section 6 helped identify the SEA objectives that consider cumulative effects.

7.6 A set of indicators has been derived to provide a clarification of the intended interpretation of each objective and capture the change likely to arise from the LTP3 implementation. This set of indicators is a combination of indicators for which baseline data is currently available in the Council area and new (significant effect) indicators that are not currently monitored. The new (significant effect) indicators proposed may require monitoring by relevant bodies where significant effects relating to the SEA objectives have been predicted during the assessment of the LTP3 effects and they are presented as part of the proposed monitoring programme (see section 12 of this report). The set of indicators played a role in the assessment of the LTP3 itself by providing an indication of the type of effects to be considered in the assessments.

Results

7.7 The SEA framework of objectives and indicators against which the LTP3 has been assessed is set out in Table 7.3.

Table 7.3 – SEA Framework (incorporating HIA, HRA and EqIA)

Key to Data Availability for Indicators

Bold = Known data for Slough Borough
Italic = Known data for Slough Borough and/or South East Region
Underlined = Data for Slough Borough and/or South East Region unknown

Key to Colour Coding

SEA Objectives
HIA Specific Objectives
EqIA Specific Objectives
HRA Specific Objective

	SEA Objective	Indicator(s)	SEA topic
1.	Address the causes of climate change through reducing emissions of greenhouse gases*	**Traffic Volume**	Population, Human Health, Air, Climatic Factors
		Traffic growth	
		NI167[19]: Congestion- average journey time per mile during the morning period	
		Inbound peak traffic flows	
		Uptake of low emissions vehicles	
		Use of new Intelligent Transport Systems technologies	
		Use of more sustainable fuels in public transport	
		Use of financial incentives such as road pricing and congestion charging	
		Uptake of driver training for improved eco-efficiency	

[19] NI - National Indicators for Local Authorities and Local Authority Partnerships, April 2008 and National indicators for 2010 to 2011 (all) - http://www.audit-commission.gov.uk/localgov/audit/nis/Pages/niguidancesearchresults.aspx?cat=National%20indicators%20for%202010%20to%202011%20(all)&b=niguidancesearch&ord=title&res=400&p=0

2.	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	Modal Share	Population, Human Health, Air, Climatic Factors
		Bus Patronage	
		Number of Cycling Trips	
		Number of walking trips (annualised index): walking trips across town centre locations (9 sites)	
		% of services departing in window of 1 minute early and 5 minutes late	
		Time taken to travel to work (average time taken per journey)	
		Freight transported by mode (tonnes lifted)	
3.	Reduce noise, vibration and light pollution from transport*	**Noise Levels**	Human Health, Population
		Number of noise complaints received relating to transport	
		Residents considering noise a problem or serious problem	
		Proportion of street lamps with downward beam	
		% of road network surfaced with low noise materials	
4.	Reduce air pollution and ensure air quality continues to improve*	**Levels of NO_x**	Human Health, Air
		Levels of PM_{10}	
		Number and extent of AQMAs	
		Air Quality pollutant concentration within AQMAs- emissions and/or vehicle flows	
		Public transport running on cleaner fuel	
		Number of complaints concerning air quality relating to transportation	
		Days when air pollution is moderate or high	
5.	Maintain, protect and enhance buildings, sites and features of archaeological, historical or	Registered Parks and Gardens affected by transport schemes	Cultural Heritage, Landscape
		Conservation Areas affected by transport schemes	

	architectural interest and their settings	Recorded archaeological sites affected by transport schemes	
		Number of listed buildings affected by transport schemes	
		The number of restoration projects of highway associated features and infrastructure	
6.	Identify, manage and protect habitats and species which are important on an international scale* *(HRA specific objective)*	*Number, area and condition of internationally designated sites*	Biodiversity
		Internationally designated sites negatively affected by transport development	
7.	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*	Biodiversity
		Population and spatial distribution of priority species: Stag beetle, wild birds, water voles, garden butterflies	
		Extent of Ancient Woodland	
		Number of LTP schemes where positive conservation management has been or is being implemented (NI197)	
		Net loss of trees and hedgerows as a result of LTP schemes	
		Area of land-take for LTP schemes in areas designated for their wildlife importance	
		Number of designated sites fragmented by LTP schemes	
		Locally important habitats affected by the LTP proposals	
		Achievement of BAP targets, especially for roadside verges and in new planting schemes	
8.	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	**Percentage of river length assessed as good or fair chemical and biological quality**	Water, Soil
		Number of transport planning permissions refused on grounds of surface water protection	
		Groundwater source protection zones (SPZ) affected by transport proposals	
		Number of transport planning permissions refused on grounds of groundwater protection	

		Numbers of transport schemes incorporating design to protect surface water	
		Number of water pollution incidents related to transport	
9.	Enable adaptation to the effects of climate change including the risk of flooding*	**Area at risk of flooding**	Climatic Factors, Water
		Number of new transport schemes in flood risk areas contrary to the advice of the Environment Agency on flood defence grounds	
		Percentage of floodplain changing to new/planned transport related schemes	
		Number of schemes incorporating SUDS	
		Number of LTP schemes with flood mitigation measures	
10.	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste*	**Number of transport schemes that lead to the remediation of contaminated land**	Soil, Material Assets
		Proportion of recycled aggregates used in construction	
		Number of pollution incidents attributable to transport	
		Number of locations for refuse and recyclables with improved accessibility	
		Transport related land take on PDL vs. Greenfield land	
11.	Maximise the use of renewable energy and technologies and increase energy efficiency	Number of transport schemes featuring energy efficient design and/or renewable energy devices	Climatic Factors, Material Assets
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	**Extent of Green Belt**	Landscape
		Number of transport schemes that include a full landscaping scheme	
		Public open space per 1,000 population (including play space)	
		Accessible Natural Greenspace	
		Proportion of people who drive to their closest natural green space	
		The number of schemes that have rationalised/reviewed amounts of unnecessary signage	

		Public green space lost/ gained as a result of LTP schemes	
13.	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	Human Health, Population
		Proportion of people from identified areas of deprivation that suffer from crime or road accidents, compared with less deprived areas	
		Number of transport schemes aimed at improving accessibility in the most deprived communities	
		New and improved walking and cycling routes with a specific focus on more deprived areas	
		Pedestrian Crossings with Facilities for Disabled People	
		Accessible Public Transport[20]	
		Proportion of disabled and reduced mobility passengers that use public transport	
		Rail and bus service integration at key points (key accessible transport hubs)	
14.	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Proportion of jobs in Slough taken by people from outside of the Borough	Human Health, Population
		Proportion of local people commuting to outside the Borough for work	
		Working Age Adults with a Qualification Equivalent to NVQ Level 2 or Above	
		Working Age Adults with a Qualification Equivalent to NVQ Level 3 or Above	
		Working Age Adults with a Qualification Equivalent to NVQ Level 4 or Above	
		Number and percentage of working age adults within 30 and 60 minutes of a further education college by public transport/walking, by cycling, by a composite of public transport/walking and cycling[21], and by car[15]	
		Number and percentage of people aged 16-19 years within 30 and 60 minutes of a further education college by public transport/walking, by cycling, by a composite of public transport/walking	

[20] 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.
[21] Combined by weighting the indicators for each separate mode by the percentage modal split from the National Travel Survey

		and cycling[14], and by car[15]	
15.	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[22]	Human Health, Population
		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[15]	
		Number and percentage of households within 15 and 30 minutes of a GP by public transport/ walking, by cycling, and by car[15]	
		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[15]	
		NI8: Adult participation in sport and active recreation	
		NI57: Children and young people's participation in high quality PE and sport	
		Life expectancy at birth / Progress in reducing health inequalities	
		Obesity among primary school age children in yr 6[23]	
16.	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	**Road accidents (incidents)**	Human Health, Population
		Total number of road accidents casualties	
		NI47: People killed or seriously injured in road traffic accidents	
		NI48: Children killed or seriously injured in road traffic accidents	
		Car accidents in LSOAs: correlation between the level of accidents and deprivation	
		Number of education, training and publicity programmes implemented	
		Number of traffic management scheme implemented	
17.	Reduce crime and the fear of	Number of reported crimes on public transport	Human Health,

[22] DfT, 2008 Core National Local Authority Accessibility Indicators, Nov 2009 http://www.dft.gov.uk/adobepdf/162469/221412/221692/474257/accessibilityreport2008.pdf
[23] Regional Sustainability Framework for the South East, May 2008

	crime *(Health specific objective)*	Number of cycle paths and walkways that have natural surveillance and are well lit	Population
		Percentage of people with a high level of worry about crime on public transport (adapted from NI17)	
		Percentage of people who don't use public transport during the day because they don't feel safe (adapted from NI17)	
		Percentage of people who don't use public transport after dark because they don't feel safe (adapted from NI17)	
		Percentage of residents who feel fairly safe or very safe outside during the day (adapted from NI17)	
		Percentage of residents who feel fairly safe or very safe outside after dark (adapted from NI17)	
		Percentage of residents who think that they are being attacked because of their skin colour, ethnic origin or religion	
		Provision of sports and leisure facilities	
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)*	**Condition of footpaths and rights of way**	Population, Human Health
		Ease of Use of footpath and rights of way	
		No of safer routes to schools schemes, particularly in more deprived wards	
		Number of airport bus journeys taken	
		NI177: Local bus and light rail passenger journeys originating in the local authority area	
		Ni178: Bus services running on time	
		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,[24] and by car[25] (NI176)	
		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	

[24] Combined by weighting the indicators for each separate mode by the percentage modal split from the National Travel Survey
[25] DfT, 2008 Core National Local Authority Accessibility Indicators, Nov 2009 http://www.dft.gov.uk/adobepdf/162469/221412/221692/474257/accessibilityreport2008.pdf

		transport/walking and cycling[17], and by car[18]	
		Number and percentage of children aged 5 to 10 years within 15 and 30 minutes of a primary school by public transport/walking, by cycling, and by car[16] (relates to NI198)	
		Number and percentage of children aged 5 to 10 years who receive free school meals within 15 and 30 minutes of a primary school by public transport/walking, by cycling, and by car[18]	
		Number and percentage of children aged 11 to 15 years within 20 and 40 minutes of a secondary school by public transport/walking, by cycling, by a composite of public transport/walking and cycling[17] and by car[18] (relates to NI198)	
		Number and percentage of children aged 11 to 15 years 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 cycling[17] and by car[18]	
		Number and percentage of households within 15 and 30 minutes of a supermarket/foodstore by public transport/walking, by cycling, by a composite of public transport/walking and cycling[26], and by car[27]	
		Number and percentage of households 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[19], and by car[20]	
		Number and percentage of households 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[19], and by car[20]	
		Town centre regeneration schemes that increase the accessibility of employment	

* - Indicate SEA objectives that consider cumulative effects.

[26] Combined by weighting the indicators for each separate mode by the percentage modal split from the National Travel Survey
[27] DfT, 2008 Core National Local Authority Accessibility Indicators, Nov 2009 http://www.dft.gov.uk/adobepdf/162469/221412/221692/474257/accessibilityreport2008.pdf

Predicted Future Trends

7.8 The starting points for the prediction of future trends are current conditions and trends. The existing environmental and social baseline and associated current trends for Slough are presented in Appendix B.

7.9 The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the LTP3. During the lifetime of the LTP it is predicted that there will be a number of external influences and variables within, or which could affect, Slough as well as the South East of England as a whole. Key local planning documents that will influence Slough's future trends without the implementation of the LTP3 are:

- Slough Local Development Framework Core Strategy DPD (2008);
- Proud to be Slough: Slough's Sustainable Community Strategy (2008);
- Royal Borough of Windsor and Maidenhead Local Plan (2003);
- Spelthorne Borough LDF: Core Strategy and Policies DPD (2009);
- South Bucks Local Plan (1999); and
- Hillingdon LDF: Core Strategy (2007).

7.10 The SEA framework (Table 7.3) is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SEA framework. Determining the significance of predicted effects is perhaps the most critical task in the SEA. The picture that the baseline presents in terms of the SEA framework is the starting point for this.

7.11 Table 7.4 presents a preliminary analysis of the fundamental characteristics of the baseline (current conditions and predicted trends without the LTP3) against the draft SEA objectives using a simple three-point normative scale as follows:

- Current Conditions – good/moderate/poor; and
- Future Trends (without plan implementation) – improving/stable/declining.

7.12 From Table 7.4 it is clear that without the implementation of the LTP3, the predicted future trends show a decline in performance against a number of SEA objectives. In particular, without the LTP3 guiding future transport policy and schemes in Slough, environmental conditions such as air quality; greenhouse gases emissions; noise, vibration and light quality; habitat and species; flooding; and road traffic and congestion are likely to worsen. Inequalities between communities are also likely to increase; and health levels are likely to deteriorate.

Table 7.4 – SEA Baseline Condition and Future Trends Summary

Key: **Current Conditions - good/moderate/poor** **Future Trends – improving/stable/declining**

Current Conditions	Future Trends
Good	Improve
Moderate	Stable
Poor	Decline

SEA Objective		Baseline Condition	Future Trends without LTP3	Limitations of Data	Commentary
1.	Address the causes of climate change through reducing emissions of greenhouse gases	Moderate	Stable	Up to date breakdowns on the contribution of transport to CO_2 emissions and trend data unavailable. Data gap in relation to local road data for area-wide traffic levels.	CO_2 emissions in Slough decreased slightly between 2005 and 2007. The proportion of CO_2 emissions from transport also decreased slightly over the same period. It is unknown, however, whether these reductions were a direct result of the LTP2, or from other factors. It is likely that without the LTP3 transport CO_2 emissions could remain stable, as a result of national planning policy. The decrease in traffic growth is also projected due to lower levels of economic growth, which may infer that a reduction in traffic growth would occur with or without the LTP3.
2.	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	Moderate	Stable	Difficult to differentiate between the successes arising purely from the LTP or the LDF policies. Data gap in relation to local	Slough's population increased between 2001 and 2008 and is projected to rise further, although economic effects and recent trends show a decline in overall traffic levels. The LTP2 Progress Report states that the LTP2 led to an increase in the number of airport bus journeys taken in Slough, which have more than doubled since 2002/03. The number of bus passenger journeys in Slough has increased since 2003, with 4,326,200 journeys taken on 2006/7. Along with the implementation of accessibility improvements through walking and cycling routes, and an increase in passenger rail journeys, this shows the positive effect of the LTP in the Borough. Without LTP3, the LDF may enable some reduction in reliance on the car,

SEA Objective		Baseline Condition	Future Trends without LTP3	Limitations of Data	Commentary
				road data for area-wide traffic levels.	through reducing the need to travel through land use allocations and encouraging the allocation of walking and cycling routes throughout the urban area. Therefore, without the LTP3, future trends may be stabilised through the LDF.
3.	Reduce noise, vibration and light pollution from transport	Poor	Decline	Up to date figures relating to terminal 5 and the M25 widening unavailable.	The level of noise experienced in Slough is expected to have increased since these data were obtained as a result of the opening of Terminal 5 in 2008 and the widening of the M25. Slough contains Priority Areas for Defra's Noise Action Planning (consultation 2009). It is likely that without the LTP, measures to implement sustainable transport solutions as well as to improve road surfacing will not be effective without the strategic approach taken through the LTP3. However, measures to reduce noise pollution through spatial planning will be implemented through the Slough LDF.
4.	Reduce air pollution and ensure air quality continues to improve	Poor	Improve	Up to date figures relating to terminal 5 and the M25 widening unavailable. Data gap in relation to local road data for area-wide traffic levels.	The designation of a number of AQMAs in Slough demonstrates the poor air quality of the Borough, particularly along road corridors. A predicted decrease in traffic volume (objective 1) is likely to help to improve air pollution levels. The LTP2 progress report indicates that the Council will declare a further AQMA in the town centre. The associated Action Plan will go forward without the LTP3, and thus would also likely improve air quality levels.
5.	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	Moderate	Stable	Trend data only available for listed buildings.	There were no listed buildings 'at risk' between 2007/8 and 2008/9. External influences, especially through the delivery of the Slough LDF are likely to affect this indicator more significantly than the LTP3. However, the LTP3 could enable enhancement of and increased levels of walking and cycling as modes of transport, which could enhance historic assets. Further to this, the LTP2 progress report highlights the 'Heart of Slough' programme that includes artwork in the centre. Public realm improvements such as this are likely to enhance the historic environment through the LTP. However, this particular scheme is likely to be completed before LTP3 and thus its benefits felt in the

SEA Objective		Baseline Condition	Future Trends without LTP3	Limitations of Data	Commentary
					future without the LTP3.
6.	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	Good	Stable	No data limitations	The internationally designated sites have been designated to conserve their favourable condition. The LTP3 proposals may have a negative effect overall on the internationally protected sites, as they will likely constitute new development. Therefore, the absence of the LTP3 may help to maintain the international sites. However, issues such as congestion could also have negative effects on the international sites, which is an issue that could worsen without the implementation of the LTP3. Overall, however, the sites are protected by international legislation which will protect the sites, with or without the implementation of the LTP3.
7.	Identify, manage and protect habitats and species which are important on a national and local scale	Poor	Decline	No data limitations	The percentage of Wildlife Heritage Sites in unfavourable or declining condition has increased between 2004/5 and 2007/8. The number of designated Local Wildlife Sites has decreased since 2004. This trend is likely to continue and be exacerbated without the LTP3.
8.	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Poor	Improve	No data limitations	The proportion of river length within Slough which has good chemical and biological quality has increased year since 2005 but is still significantly lower than for England as a whole (only 50%). This trend is likely to continue without the LTP3 as other external factors are likely to have a greater influence on river water quality, such as abstraction techniques and pollution incidents, as monitored by the Environment Agency.
9.	Enable adaptation to the effects of climate change including the risk of flooding	Moderate	Decline	No data limitations	The area liable to flood in Slough has been reduced due to construction of the Maidenhead, Windsor and Eton flood alleviation channel. Flood risk levels may remain stable in the short term, but are likely to increase in the longer term as development levels increase and flood risk increases as a result of climate change. This effect is likely with or without the LTP3.
10.	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the	Moderate	Stable	No data limitations	The proportion of new development located on PDL in Slough in 2008/09 was significantly lower than that observed in previous years. However, it was above the national target. Development on PDL and the reuse of aggregate for construction is likely to be governed predominantly by the LDF, so without the LTP trends are likely to remain stable. This is particularly due to the shortage

SEA Objective		Baseline Condition	Future Trends without LTP3	Limitations of Data	Commentary
	production of waste				of greenfield sites in the Borough.
11.	Maximise the use of renewable energy and technologies and increase energy efficiency	Poor	Stable	No data limitations	The lack of renewable energy generation in Slough means that the Borough is unlikely to meet the national target for renewable energy generation. Without the LTP3 the potential for energy efficiency and possible inclusion of low and zero carbon energy generating technologies within transport infrastructure will be lost. However, the potential for generation within other types of development will be delivered through the LDF.
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	Poor	Stable	No data limitations	In Slough there has been no public open space lost to built development since 2005. This trend is likely to continue due to the lack of open space within the Borough. The LDF is likely to include requirements to increase this provision.
13.	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	Poor	Decline	No data limitations	Slough's deprivation ranking has fluctuated over the past decade. However, Slough is consistently within the least deprived half of England's districts, and 6% of Slough's population lived in the 20% most deprived areas of England in both 2007 and 2006. Slough's unemployment rate is historically the highest in Berkshire and higher than that observed in both the South East of England and the UK. The Slough Race Equality Council has "noted a sharp rise in the number of refugees and asylum seekers during the past few years…" Without the LTP, measures seeking to remove barriers to public transport such as road safety programmes and enhanced public transport information, aimed at the diverse range of communities in the Borough, are unlikely to be available. The fact that Slough is not able to offer accessible rail services for disabled people is significant as they will need to act as key transport hubs when Olympic events are held at Eton (Dorney Lake) in 2012. Improvements for the future are included in the LTP2 progress report in this respect. Without LTP3 the needs of these communities in terms of transport are unlikely to be met,

SEA Objective		Baseline Condition	Future Trends without LTP3	Limitations of Data	Commentary
					and inequalities are likely to become exacerbated.
14.	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Poor	Decline	No data limitations	The life expectancy of both males and females in Slough has increased year on year since 1999 but is consistently lower than that observed in the South East of England and across the UK. The proportion of physically active adults in Slough decreased significantly between 2004-05 and 2007-08 and is now below the average for England. The proportion of 5-16 year olds who spend at least 2 hours per week on physical activity in Slough dropped by almost 7% between 2006/07 and 2007/08. Over the same period, the proportion across England increased. The LTP2 progress report highlights how the LTP has enabled improved access to healthcare through, for example, increased public transport provision to the Wexham Park Hospital in partnership with the Primary Care Trust. The PCT would likely continue improvements in accessibility to health care without the LTP3, although methods may not be as effective in delivery.
15.	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	Poor	Decline	No data limitations	Trends data as included in the baseline information show road casualty rates as fluctuating but high. The LTP2 progress report highlights improvements through partnership working with Thames Valley Safer Roads Partnership (TVSRP); engineering schemes and education, training and publicity (ETP). As TVSRP work through SBC, without the LTP3, their work is unlikely to continue, which could lead to a decline in the safety of the roads in the future.
16.	Reduce transport related crime and fear of crime *(Health specific objective)*	Poor	Improve	No data limitations	The proportion of residents who felt safe in Slough during the daytime increased between 2004 and 2007 but this is lower than the national average. The proportion of residents who felt safe in Slough during after dark increased between 2004 and 2007 but this is significantly lower than the national average. The LTP2 progress report highlights that the LTP was delivered through the Safer Slough Partnership with Police, Transport Police and Community Support Officers. These organisations are likely to continue their activities if the LTP3 is not delivered.

SEA Objective		Baseline Condition	Future Trends without LTP3	Limitations of Data	Commentary
17.	Improve accessibility to key services, facilities and employment areas for all sectors of the community *(Equalities specific objective)*	Moderate	Stable	Trend data unavailable for the majority of indicators.	Accessibility to retail centres increased between 2004 and 2008 and access to schools and GP surgeries has remained high over the same time period. This is likely to remain stable as market forces should seek to enable people to access retail areas for economic reasons. The mode of transport taken by school children aged 5-10 has fluctuated since 2005. However, the proportion of 11-16 year olds travelling to school by car has decreased by a small amount over the same period. School Travel Plans and other measures to improve accessibility to educational facilities are implemented under the LTP. Therefore, without LTP3 services are likely to reduce in the future. Enhanced Slough-Heathrow bus services have improved the accessibility of the airport under LTP2. These services may reduce without the LTP3, which could have negative future effects. The LTP2 outlines how it has contributed to the 'Heart of Slough' Project, as part of the identification of the areas as a Regional Transport Hub in the South East Plan (abolished in July 2010). It is likely that this programme will be delivered by the end of the LTP2 period, which will have positive future effects for the Borough, regardless of the LTP3 coming into effect.

8. Compatibility between LTP3 Objectives and the SEA Objectives

8.1 In order to ensure that the objectives of LTP3 are in accordance with sustainability principles, particularly those related to environmental, social and health matters, these have been tested for compatibility against the SEA/HIA/EqIA/HRA objectives. This process is called the 'compatibility assessment'. It helps identify potential synergies and inconsistencies and helps to refine LTP3 objectives. The assessment can also be useful in identifying strategic alternatives for the LTP3, the assessment of which forms the next stage of SEA work.

8.2 The compatibility assessment has been undertaken by assessing the compatibility of preliminary LTP3 objectives (numbered 1-12 down a vertical axis) against SEA/HIA/EqIA/HRA objectives (numbered 1-18 across a horizontal axis). The outcomes of this process are represented in Table 8.1.

8.3 A discussion of the findings follows. A series of recommendations have been made that seek to improve the clarity of LTP3 objectives and ensure greater compatibility with the SEA/HIA/EqIA/HRA objectives.

Table 8.1 - Compatibility Assessment

		LTP3 Objectives	SEA Objectives 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Environment	1	Help tackle climate change by reducing transport's CO_2 emissions	✓			✓						✓	✓							
	2	Mitigate the effects of travel and the transport system on the natural environment, heritage and landscape	✓		✓	✓	✓	✓	✓	✓		✓		✓			✓			
Community Safety	3	Reduce traffic accidents involving death or injury		?	?	?									✓		✓	✓		
	4	Minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety		✓											✓		✓		✓	
Health & Wellbeing	5	Protect and improve personal health		?	?	?						?			✓		✓			
	6	Minimise the effect of high levels of noise			✓			✓	✓					✓	✓		✓			
	7	Achieve better links between neighbourhoods and to the natural environment	?	?	?	?	?	?	?	?	?	?	?	✓	✓		✓	?	?	✓
	8	Improve the journey experience of transport users		✓											✓		✓	✓	✓	
Economy & Skills	9	Ensure that transport helps Slough sustain its economic competitiveness	?	?			?					?	?			?			?	?
	10	Encourage and facilitate the delivery of new housing		✓										✓		✓				✓
Community Cohesion	11	Make the transport system accessible to all	X	?	X	X		X	X	X		X			✓		X	?	?	?
	12	Enhance social inclusion and regenerate deprived areas	?	✓	?	?	✓	✓	✓	?		?	?	✓	✓	?	✓	✓	✓	✓

✓ Broadly compatible X Potential conflict

Not relevant ? Dependent on nature of implementation

SEA Objectives

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

8.4 Overall, LTP3 objectives are broadly compatible with the SEA objectives with the exception of LTP3 objective 11 (make the transport system accessible to all) for which many potential conflicts are identified as discussed below. However, there are a number of instances where compatibility will be dependent on implementation and can therefore not be ascertained with certainty at this stage. In addition, SEA objective 9, covering adaptation to climate change, has not been appropriately covered by the proposed set of LTP3 objectives. A number of recommendations are made that may improve the potential for more sustainable implementation of the LTP3 objectives.

Objective 1: Help tackle climate change by reducing transport's CO2 emissions

8.5 The objective is broadly compatible with the SEA objectives that specifically relate to addressing the causes of climate change (1), seeking to reduce air pollution and ensure air quality continues to improve (4), ensuring prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste (10) and seeking to maximise the use of renewable energy and increase energy efficiency. However, the objective does not specifically address SEA objective 9 to enable adaptation to the effects of climate change and no other LTP3 objective provides adequate coverage for this SEA objective.

Recommendation

8.6 It is suggested that the wording of the objective be revised to ensure that the networks are adaptable to the effects of climate change. The objective could be worded to read *'Reduce transport's CO2 emissions and make the transport network resilient to the effects of climate change'.*

Objective 2: Mitigate the effects of travel and the transport system on the natural environment, heritage and landscape

8.7 The objective is broadly compatible with most of the environmental SEA objectives, especially the ones dealing with effects on the built and natural environment, such as climate change (1), noise, vibration and light pollution (3), air quality (4), historic environment (5), habitats and species of local and national importance (7), water environment (8), flooding (9), prudent use of natural resources and production of waste (10) and landscape and townscape character (12). The objective is broadly compatible with the HRA objective that deals with effects on habitats and species of international importance (6). The objective is also compatible with the HIA objective that seeks to improve the health and wellbeing of the population (15) – this is on the basis that protecting the built and natural environment is likely to have beneficial effects on the physical and mental health of the local population.

Recommendation

8.8 None.

Objective 3: Reduce traffic accidents involving death or injury

8.9 It is unclear how solutions to reduce traffic accidents might be realised and therefore compatibility against some SEA objectives is unclear. However, this objective is particularly compatible with protecting the vulnerable, disadvantaged and mobility impaired (EqIA objective 13), improving the health and wellbeing of the population (HIA objective 15) and reducing the number of road accidents and accidents on public transport and pavements (HIA objective 16).

Recommendation

8.10 None.

Objective 4: Minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety

8.11 The objective has been interpreted to mean that opportunities for crime, anti-social behaviour and terrorism will be minimised and personal safety will be maximised within the transport network.

This objective is therefore considered to be broadly compatible with the SEA objective dealing with access, in that it will indirectly improve the efficiency of sustainable modes of transport (2). The objective is also considered to be broadly compatible with the EqIA objective that seeks to improve access to those disadvantaged and mobility impaired (13) and HIA objective that seeks to improve health and wellbeing of the population (15), as people are considered likely to be more willing to use modes of transport that are safe. This objective is also directly compatible with the HIA objective that specifically seeks to reduce crime and fear of crime (17).

Recommendation

8.12 It is suggested that this objective be slightly amended to ensure safety is increased and maximised within the transport network. The objective would then read 'Minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety *on the transport network'*.

Objective 5: Protect and improve personal health

8.13 The way the objective is worded makes it unclear to understand how personal health will be protected and improved. As such, compatibility with a number of SEA objectives will be dependent on the implementation of this objective. This is the case in relation to SEA objectives 2 (reduce need to travel and improve efficiency of sustainable modes of transport), 3 (noise, vibration and light pollution), 4 (air quality) and 10 (prudent use of natural resources). If personal health of Slough's residents is to be improved through higher levels of physical activity due to an increase in walking and cycling, then the objective would be broadly compatible with these SEA objectives. Improved personal health is directly related to EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired) and HIA objective 15 (improve health and wellbeing of the population), making them compatible with the LTP3 objective.

Recommendation

8.14 None.

Objective 6: Minimise the effect of high levels of noise

8.15 The objective has been interpreted to mean that the effect of high levels of noise generated within the transport network is to be minimised for potentially sensitive receptors. The objective is directly compatible with the SEA objective that specifically seeks to reduce noise, vibration and light pollution from transport (3). The objective is broadly compatible with SEA objectives 6 and 7 as minimising the effect of high levels of noise is considered likely to have benefits on habitats and species that are important on a local, national and international scale; and SEA objective 12 as reduced noise levels play a role in enhancing open spaces and natural greenspace. Minimisation of the effects of high levels of noise is also broadly compatible with the EqIA objective that seeks to protect the vulnerable, disadvantaged and mobility impaired (13) and the HIA objective that seeks to improve the health and wellbeing of the population (15).

Recommendation

8.16 The objective states that the effect of high levels of noise will be minimised. However, it does not intend to prevent high levels of noise in the first instance. It is suggested that the wording of the objective is revised to ensure that prevention of high levels of noise is incorporated into the objective. The objective could be worded to read 'Minimise the *noise generated by the transport network and its impacts'*.

Objective 7: Achieve better links between neighbourhoods and to the natural environment

8.17 The objective does not conflict with any of the SEA objectives. However, its compatibility with most of SEA objectives (SEA objectives 1 to 11) and HIA objectives (16 and 17) will mainly be dependent on the nature of implementation. If the better links between neighbourhoods and to the natural environment are to be used mainly by more sustainable modes of transport, such as

walking, cycling and public transport, then this LTP3 objective would be compatible with all the above SEA and HIA objectives. Better links are likely to enhance the landscape character and increase accessibility to open spaces and natural greenspace (SEA objective 12). Better links also create cohesive communities (EqIA objective 13), improve health and wellbeing and reduce health inequalities (HIA objective15) and improve accessibility for all (EqIA objective 18).

Recommendation

8.18 None.

Objective 8: Improve the journey experience of transport users

8.19 The objective does not conflict with any of the SEA objectives. The objective is broadly compatible with SEA objective 2 (reduce the need to travel by car and improve the efficiency of sustainable modes of transport), EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities), HIA objective 15 (improve health and wellbeing of the population), HIA objective 16 (reduce the number of accidents) and HIA objective 17 (reduce crime and fear of crime).

Recommendation

8.20 None.

Objective 9: Ensure that transport helps Slough sustain its economic competitiveness

8.21 The compatibility of the objective with the SEA objectives will be dependent on the type of measures to be developed to help sustain Slough's economic competitiveness. If this means improved efficiency and increased sustainable modes of transport within the Borough, then this objective would be compatible with most SEA objectives. However, as it is not clear which measures will be developed, there is uncertainty regarding the compatibility with SEA objectives 1 (climate change), 2 (reduce the need to travel by car and improve the efficiency of sustainable modes of transport), 5 (historic environment), 10 (use of natural resources) and 11 (maximise the use of renewable energy and technologies and increase energy efficiency); EqIA objectives 14 (raise attainment and aspirations levels of all people to acquire the skills needed to be employed locally) and 18 (improve accessibility); and HIA objective 17 (reduce crime and fear of crime).

Recommendation

8.22 None.

Objective 10: Encourage and facilitate the delivery of new housing

8.23 This objective has been interpreted as the LTP3 providing the necessary transport arrangements to support areas where new housing is planned. The objective is broadly compatible with the SEA objective that seeks to reduce the need to travel by car and improve the efficiency of sustainable modes of transport (2) on the assumption that one of the LTP3 objectives is to promote sustainable modes of transport (see assessment of objective 11 below). The objective is also broadly compatible with EqIA objectives that seek to protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities (13)and to improve accessibility to key services, facilities and employment (18); and the HIA objective that seeks to improve health and wellbeing of the population (15).

Recommendation

8.24 In order to avoid the interpretation that the LTP3 is about the delivery of new housing, it is recommended that the objective be re-worded to read as follows: *'Facilitate the development of new housing in accordance with the LDF'*.

Objective 11: Make the transport system accessible to all

8.25 Making the transport system (private cars and sustainable modes of transport) accessible to all has the potential for conflicting with a number of SEA/ HRA/ HIA objectives, on the basis that increasing accessibility to private cars is likely to generate increases in overall traffic levels. Conflicts are predicted with SEA objectives that relate to climate change and greenhouse gases emission (1), vibration and light pollution from transport (3), air quality (4), protection of habitats and species with local and national importance (7), water environment (8), prudent use of natural resources and production of waste (10); with the HRA objective that relates to protection of habitats and species with international importance (6); and with the HIA objective that relates to health and wellbeing of the population (15). However, it the objective should be interpreted to mean that it is the sustainable transport system that is to be accessible to all (thus avoiding the potential interpretation that this objective would also support improved accessibility by car), then the objective would be compatible with all these SEA objectives.

8.26 Potential compatibility is uncertain for SEA objective 2 (reduce the need to travel by car and improve the efficiency of sustainable modes of transport), HIA objective16 (reduce the number of road accidents), HIA objective 17 (reduce crime and fear of crime) and EqIA objective18 (improve accessibility to key services, facilities and employment). However, by making the transport system accessible to all, the objective is broadly compatible with the EqIA objective that seeks to protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities (13) and may indirectly help people to acquire the necessary skills to participate in the local economy as they can more easily travel to education facilities (14).

Recommendation

8.27 To improve compatibility with most of the SEA/HIA/HRA objectives, it is suggested that objective 11 is re-worded to qualify the type of transport system that will be made accessible. Ideally, this should focus on sustainable travel options such as public transport, walking and cycling. The objective would then read *'Make sustainable travel options available to all'*.

Objective 12: Enhance social inclusion and regenerate deprived areas

8.28 Enhancement of social inclusion and regeneration of deprived areas through enhanced transport is likely to bring social, environmental and economic benefits to deprived areas. The objective is therefore broadly compatible with a number of SEA objectives, including SEA objectives that seek to reduce the need to travel by car and improve the efficiency of sustainable modes of transport (2) and to manage and protect the built and natural environment (5, 6, 7 and 12). The objective is broadly compatible with the EqIA objectives that seek to protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities (13) and improve accessibility to key services, facilities and employment areas (18). The objective is also broadly compatible with the HIA objectives that seek to improve the health and wellbeing of the population (15), to reduce the number of accidents (16) and to reduce the fear of crime (17).

8.29 However, potential compatibility is uncertain for some SEA objectives as it will mainly depend on the implementation measures to achieve the objective. This is the case in relation to SEA objectives 1 (climate change and greenhouse gases), 3 (noise, vibration and light pollution), 4 (air quality), 8, (water environment), 9 (adaptation to climate change, including flooding), 10 (prudent use of natural resources), 11 (use of renewable energy and technologies and increase energy efficiency) and EqIA objective14 (raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally).

Recommendation

8.30 None.

Final LTP3 objectives

8.31 After consideration of the SEA recommendations put forward above, SBC determined the following final LTP3 objectives:

- To reduce transport's CO_2 emissions and make the transport network resilient to the effects of climate change.
- To mitigate the effects of travel and the transport system on the natural environment, heritage and landscape.
- To reduce the number of traffic accidents involving death or injury.
- To minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety on the transport network.
- To protect and improve personal health.
- To minimise the noise generated by the transport network and its impacts.
- To achieve better links between neighbourhoods and access to the natural environment.
- To improve the journey experience of transport users across Slough's transport networks.
- To ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the South East.
- To facilitate the development of new housing in accordance with the LDF.
- To make sustainable transport options accessible to all.
- To enhance social inclusion and regeneration of deprived areas.

9. Developing, Refining and Appraising Strategic Alternatives

Introduction

9.1 The SEA Directive requires that the Environmental Report should consider:

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

Defining and Refining Strategic Alternatives

9.2 SBC has developed their strategic alternatives in response to the local transport objectives identified in section 1 of this report. Four strategic alternatives have been developed as follows:

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

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

9.4 Do Nothing is assessed earlier on in this Environmental Report under the section on future trends without the LTP3 presented in section 7 (Table 7.4). The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the LTP3. Do Nothing is not considered to be a viable option for LTP3.

9.5 A full description of each of the four strategic alternatives under consideration is provided in the table below.

Table 9.1 - Measures envisaged for each strategic alternative under consideration

Measures	1 – Do Minimum	2 – Economy	3 – Sustainable Travel Town	4 –Hybrid Approach
Accessibility and Smarter Choices Measures				
Support new Housing	√	√		
Workplace and school travel plans/ personalised travel planning/ car	√ workplace and school		√	√

Measures	1 – Do Minimum	2 – Economy	3 – Sustainable Travel Town	4 –Hybrid Approach
sharing/ school travel plans/ car clubs	travel plans only			
Local Development Framework policies to reduce need to travel	√			√
Access to strategic services (STE, hospital, town centre)	√			√
Access to jobs and skills		√		√
Access improvements for disabled people				√
Community transport/ demand responsive/ concessionary travel scheme extended to other groups				√
Support regeneration	√	√		√
Walking and Cycling Measures				
Walking and cycling infrastructure & promotion/ neighbourhood links	√ walking and cycling infrastructure only		√	√
Rights of way access to leisure/ canal towpath upgrade				√
Freight Management Measures				
Freight Quality Partnership/ lorry parking /rail terminal		√		√
Intelligent Transport Systems and Network Management				
M4 management		√		√
Urban Traffic Management and Control (UTMC)/ Intelligent Transport Systems (ITS)/ signal upgrades	√	√		√
Route hierarchy review/ traffic management schemes/ signage/ enforcement of parking/ TM Act permit scheme		√		√
Targeted congestion busting schemes		√		√
Junction Improvements	√	√		
Parking Policy Measures				
Parking management, more controls	√		√	√
Parking management, less controls		√		
Workplace parking levy			√	

Measures	1 – Do Minimum	2 – Economy	3 – Sustainable Travel Town	4 –Hybrid Approach
Public Transport Measures				
Low emission buses/ council fleet/ HGVs/ electric cars			√	√
Slough Borough Council neighbourhood service delivery			√	√
Enhanced bus services within Slough	√		√	√
Bus/ rail interchange improvements/ ticketing schemes/ public transport information enhancements	√ bus/rail interchange improvements only		√	√
Technology tackling CO2				√
Bus revenue support	√			√
Bus lanes and other priorities, town services	√			√
Bus lanes and other priorities, strategic services				√
Enhanced bus/ coach services to key locations outside Slough (incl TVSBCN)/ rapid transit Slough - Heathrow		√		√
Western Rail Access to Heathrow		√		√
Rail station enhancements		√		√
Road Safety and Asset Management				
Speed limit review/ 20 mph zones/ traffic calming	√			√
Local safety schemes/ road safety Education Training & Publicity	√			√
Security schemes: CCTV, alleyway gating, bollards etc				√
Town and district centre public realm improvements	√	√		√
Streetscape clean up				√
Air Quality Action Plan measures/ Low emission zone	√ AQAP measures only			√
Noise mitigation: barriers, re surfacing				√
Maintenance of principal and non principal roads	√	√		√
Maintenance of unclassified roads	√	√		√

Measures	1 – Do Minimum	2 – Economy	3 – Sustainable Travel Town	4 –Hybrid Approach
Street lighting	√	√		√

Assessment Rationale

9.6 In order to assist the appraisal, an assessment rationale was produced. This links the SEA objectives with the full series of considerations to be made in the assessment process. For example, in order to assess strategic alternatives against objective 1 'Address the causes of climate change through reducing emissions of greenhouse gases', consideration was given to:

- Whether options would result in reductions or increases of greenhouse gas (GHG) emissions, especially CO2 emissions, from transport.
- Whether options would lead to a modal shift away from private car, thereby influencing the level of emissions.
- Whether options would result in reductions or increases of energy and fuel use as part of its transport schemes

9.7 Table 9.2 shows the assessment rationale used in determining the effects of the different strategic alternatives.

Table 9.2 - Assessment Rationale

Key

	SEA Objectives
	HIA Specific Objectives
	EqIA Specific Objectives
	HRA Specific Objective

No	SEA Objective	Assessment Rationale
1.	Address the causes of climate change through reducing emissions of greenhouse gases	Consideration of: • Whether options would result in reductions or increases of greenhouse gas (GHG) emissions, especially CO2 emissions, from transport. • Whether options would lead to a modal shift away from private car, thereby influencing the level of emissions. • Whether options would result in reductions or increases of energy and fuel use as part of its transport schemes.
2.	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	Consideration of: • Whether options would lead to a modal shift from private car usage, e.g. through increased bus patronage, improved cycle networks and parking, etc. • Whether options will extend the range and coverage of sustainable transport options. • Whether options support the LDF policy to reduce the need to travel (e.g. through improved modal interchange and the co-location of facilities. Services and residential areas) • Whether options would help reduce or increase traffic volumes and congestion, thereby influencing journey times. • Whether options would help to promote active travel. • Whether options would help to increase travel plan coverage.
3.	Reduce noise, vibration and light pollution from transport	Consideration of: • Whether options would increase or decrease noise and vibration levels by giving consideration to the type of transport, networks and proximity of receptors. • Whether options would increase or decrease lighting levels by giving consideration to the type of transport, networks and proximity of receptors.

No	SEA Objective	Assessment Rationale
		• Whether options offer benefits through proposed improvements to the public realm, likely to include lighting design that minimises light spill; and introduce noise attenuation into infrastructure and services.
4.	Reduce air pollution and ensure air quality continues to improve	Consideration of: • Whether options would result in reductions or increases in traffic derived pollutant concentrations, though a combination of modal shift and reductions in congestion. • Whether options would lead to an increase of AQMAs. • Whether options would lead to a modal shift away from private car, thereby influencing traffic growth and benefiting local air quality • Effect of the use of more sustainable modes of transport, reductions in vehicle use leading to improvements in air quality.
5.	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	Consideration of: • Whether options would have a direct effect on the historic environment, including Listed Buildings, Conservation Areas and Scheduled Monuments and Registered Parks and Gardens. • Whether options would have a direct effect on existing Heritage at Risk (HAR). • Whether options would have a direct effect on non-designated features of local historical and archaeological interest. • Whether options would ensure sympathetic integration of transport infrastructure with its surroundings to preserve local character. • Whether options would contribute to improve local air quality and decrease traffic-related noise and vibration. • Secondary effects on this objective through options that would reduce the traffic levels.
6.	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	Consideration of: • Whether options would have a positive or negative effect on internationally designated sites. *This assessment has not been undertaken as level of information available about the strategic alternatives is not detailed enough to enable the identification and assessment of effects.*
7.	Identify, manage and protect habitats and species which are important on a national and local scale	Consideration of: • Whether options would have a positive or negative effect on designated sites and locally important habitats and species (either through fragmentation or proximity effects). • Whether options would ensure that wildlife sites and corridors are protected or created. • Whether options would lead to an increase in noise, vibration, air, water and light pollution, affecting

No	SEA Objective	Assessment Rationale
		species.
8.	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Consideration of: • Whether options would result in reductions or increases in traffic derived pollution run-off into water courses. • Whether options would result in reductions or increases in traffic derived air pollutant concentrations. • Whether options would result in a loss of greenfield land and/or result in increased run-off rates.
9.	Enable adaptation to the effects of climate change including the risk of flooding	Consideration of: • Whether options would have positive or negative effects on flood risk to people and property from rivers and watercourses, particularly through increased run-off. • Whether options avoid areas at the highest risk of flooding (i.e. Zone 3 areas). • Whether options would enable development to be more resilient to changing extremes in temperature. • Whether options would integrate with the local green infrastructure network.
10.	Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste	Consideration of: • Whether options would safeguard soil quantity and quality. • Whether options would involve landtake of greenfield or brownfield land. • Whether options would directly reduce or increase the generation of waste and recycling of waste. • Whether options would directly reduce or increase the use of natural resources.
11.	Maximise the use of renewable energy and technologies and increase energy efficiency	Consideration of: • Whether options would incorporate energy efficient design. • Whether options would utilise renewable energy generating technologies.
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	Consideration of: • Whether options would seek directly or indirectly, to maintain and enhance the quality of the landscape and townscape. • Whether options would have a direct effect on existing Green Belt and natural greenspace. • Whether options would seek to improve public realm (e.g. through sympathetic design).
13.	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities*	Consideration of: • Whether options would improve the quality of walking and cycling routes (e.g. surfacing, lighting, handrails etc.).

No	SEA Objective	Assessment Rationale
	specific objective)	• Whether options would deliver increased provision of walking and cycling routes, including strategic links between key destinations and transport hubs. • Whether options would deliver increased pedestrian crossing facilities, incorporating facilities for disabled people. • Whether options would increase accessibility for all, especially in the most deprived areas.
14.	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Consideration of: • Whether options would improve accessibility to education and training facilities. • Whether options would improve accessibility to employment. • Whether options would directly or indirectly encourage inward investment. • Whether options would directly or indirectly reduce commuting (i.e. provide jobs for people that live locally).
15.	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Consideration of: • Whether options would improve or worsen access to high quality health facilities and contribute towards reducing illness and death rates. • Whether options would increase or decrease overall air pollution levels, resulting in effects on human health. • Whether options would improve or worsen access to leisure and recreational opportunities such as natural greenspaces and leisure centres, thereby influencing potential to adopt healthy lifestyles. • Whether options would improve or worsen health, in particular for those groups that are deprived.
16.	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	Consideration of: • Whether options would lead to a reduction in speeds, thereby influencing numbers of people killed or injured. • Whether options would lead to a reduction in community severance through the removal of movement conflicts. • Whether options would contribute to the safety of public transport users (e.g. through increased surveillance, lighting provision and improved interchange).
17.	Reduce crime and the fear of crime *(Health specific objective)*	Consideration of: • Whether options would reduce crime and the fear of crime through indirect measures such as incorporating particular design features in new development (such as additional lighting, CCTV) and enhancing natural surveillance.

No	SEA Objective	Assessment Rationale
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)*	Consideration of whether options would improve, directly or indirectly, accessibility to key services, facilities and employment areas for all sectors of the community through: • Improving choices (e.g. car clubs to pool together single occupancy car users). • Improving networks (e.g. new or extended cycle routes and strategic walking routes). • Improving facilities (e.g. provision of cycle hire, secure and covered parking, lockers and showers). • Improving integration (e.g. providing quality interchanges and co-ordinating timetabling). • Frequency and regularity of services. • Capacity. • Efficiency (e.g. journey times). • Reliability (e.g. travel planning and intelligent transport systems). • Costs (e.g. targeted fare concessions, smart ticketing that allows passengers to more efficiently and cheaply use different transport modes). • Publicity and awareness raising campaigns (e.g. cycle training, training of public transport staff in mobility needs), school and education campaigns.

Appraising strategic alternatives

9.8 The strategic alternatives presented above were assessed using the assessment rationale. The outcomes of this process are shown in full in Appendix C and then summarised through Table 9.3 below and the subsequent discussion.

9.9 Each strategic alternative has been assessed against the various SEA/HIA/EqIA/HRA objectives. This has been done using a nine point scale of effect as follows:

- +++ Large beneficial
- ++ Moderate beneficial
- + Slight beneficial
- 0 Neutral or no effects
- - Slight adverse
- -- Moderate adverse
- --- Large adverse
- +/- Combination of beneficial and adverse
- ? Requires further clarification at this stage

9.10 Those effects that are either moderate or major are deemed to be significant. In addition, commentary on each assessment is provided (see Appendix C).

Assessment Summary for the Strategic Alternatives

9.11 Table 9.3 shows a summary of the significance of effects of each alternative against the SEA/HIA/EqIA/HRA objectives. This is then followed by a discussion including recommendations and refinements to be considered in developing the preferred option for the long-term strategy.

Table 9.3 - 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 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)*

SEA, Including Health Specific

Strategic Alternative 1 - Do Minimum

9.12 This alternative contains a broad package of measures designed to meet with the overarching aims of the LTP3 and Core Strategy DPD. Measures to promote improvements to walking and cycling networks are included, complemented by investment in public transport; however, in comparison to alternatives, the commitments are weaker and do not integrate some of the more innovative, soft measures such as personalised travel planning and targeted car sharing. In addition to this, it is important to note that this alternative is essentially a continuation of the LTP2 and, as such, largely mimics the predicted baseline conditions in the absence of the LTP3.

9.13 Overall, the performance of the alternative is 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 are identified in respect of SEA objectives 1 (greenhouse gases emissions) and 15 (health). There is also a considerable number of SEA Objectives against which a range of beneficial and adverse effects have been 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 indicates areas where a stronger commitment to pro-active measures in the LTP3 would deliver an enhanced sustainability performance.

Strategic Alternative 2- It's the Economy

9.14 This alternative is focused primarily on underpinning the role of Slough as a key participant in the sub-regional economy. Considered as a whole, the package of measures proposed appears to be aimed at better accommodating established patterns of demand through, for example, road improvements, junction enhancements and reducing parking restraint. Consequently, the alternative lacks some of the more challenging policies aimed at pro-actively encouraging modal shift. Notwithstanding this, there are some measures aimed at delivering increased opportunities for public transport accessibility and interchange enhancement; however, the emphasis is on inter-regional connectivity as opposed to demonstrating the strong commitment to upgrading local accessibility – this is much better reflected in alternatives 3 and 4.

9.15 Overall, the performance of the alternative against the SEA Objectives is 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 is 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 are 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 are also predicted against SEA objective 10 (natural resources and waste), although more information is required on the location of the Western Rail Access to Heathrow (greenfield or brownfield land), which will enable the determination of the likely significance of the predicted effects.

9.16 A range of beneficial and adverse effects is predicted against SEA Objective 3 (noise vibration and light pollution), The assessment records uncertain effects against SEA objective 9 (flooding) as more detailed information regarding location of the Western Rail Access to Heathrow is required. This means that the alternative is considered to offer less potential to deliver tangible change than other alternatives.

Strategic Alternative 3 – Sustainable Travel Town

9.17 This alternative reflects the aspirations to create a transport system that enables Slough to become characterised as a 'sustainable travel town'. In general terms, the focus of the package is on improving accessibility at the local level and there are several measures aimed at extending the range, availability and accessibility of public transport opportunities, placing particular

emphasis on movement in and around Slough (as opposed to the more regional focus of alternative 2). As a complement to this overall approach, the alternative incorporates softer initiatives to encourage changes in travel behaviours, including parking restraint and workplace parking levies, offering considerable potential to underpin improved transport choices with effective fostering of altered travel behaviours. However, the alternative offers less than alternatives 2 and 4 in terms of measures that will support the economic aspirations of the Slough CS DPD and is less likely to be effective in delivering cross-border co-ordination than other alternatives.

9.18 Overall, the performance of the alternative 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 have been predicted for SEA objective 3 (noise, vibration and light), mainly due to the fact that, although this alternative is likely to encourage the use of more sustainable modes of transport, this will be counterbalanced by increases in bus use. Additionally, slight adverse effects have been 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, will inevitably lead to some resource use and waste generation. In summary, the performance of the alternative in terms of promoting sustainable travel and encouraging modal shift is supported; however, the alternative does not offer the optimum balance of broader measures to ensure the overall conformity of the LTP3 to the Core Strategy for Slough.

Strategic Alternative 4 – Hybrid Approach

9.19 This alternative effectively forms a hybrid option combining many of the measures that are proposed in alternatives 2 and 3. In this respect, the approach comprises the most comprehensive package of measures of all of the alternatives and, as such, has 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 this respect, it is an ambitious approach; however, the assessment suggests that it has the potential to deliver the greatest benefits across the framework as a whole.

9.20 In terms of the specifics of the assessment, the alternative is 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 identified in respect of SEA objectives 3 (noise, vibration and light) and 11 (renewable energy). No large effects, either beneficial or adverse, have been predicted against this alternative, however moderate adverse effects are predicted against SEA objective 10 (natural resources and waste), as some schemes will inevitably lead to resource use and waste generation when being developed.

Summary

9.21 In summary, alternative 4 can therefore be considered the most sustainable overall as moderate beneficial effects are predicted against most of the SEA objectives and against all Health specific objectives.

EqIA

Strategic Alternative 1 – Do minimum

9.22 This alternative includes 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 will make improvements to the local environment that will 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 will benefit those who currently are unable to use transport facilities, and reduce social exclusion. Therefore, this alternative will provide some benefits to residents; however, due to a restricted level of funding, and the alternative focussing on a continuation of LTP2 proposals, it is unlikely to result in considerable benefits for local residents when considered in the context of the projected baseline case.

Strategic Alternative 2- It's the Economy

9.23 This alternative focuses on access to labour and markets for businesses and jobs for residents. The measures included within this scheme focus 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 will also make improvements to the local environment, by means of traffic and congestion management and street lighting, which will therefore encourage more community cohesion by creating a more welcoming environment. Whilst there are some improvements to accessibility and potential to convey benefits based on the social profile of the Borough, there are no specific improvements to access to education and employment and, therefore, this alternative has a neutral effect on the attainment and inspiration levels of local residents.

Strategic Alternative 3 – Sustainable Travel Town

9.24 This alternative aims 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 will help enhance community cohesion as well as improve accessibility. Accessibility improvements will provide opportunities to access education and training, although no specific schemes are included to raise the attainment and aspiration levels of residents.

Strategic Alternative 4 – Hybrid Approach

9.25 This alternative aims 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 includes a vast range of measures that will enhance the local area, including public realm improvements, speed limit reviews, security schemes, streetscape clean up, and street lighting, all of which will 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 will assist with ensuring that these groups are 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 will provide accessibility benefits as well as assist residents in gaining training and employment.

Summary

9.26 In summary, from an EqIA perspective Strategic Alternative 4 is considered to be the most sustainable when compared to all the others, as this proposes the most benefit to local residents in terms of accessibility by walking, cycling and public transport, raising attainment and aspiration levels of residents, and creating cohesive communities.

HRA

9.27 As the level of information available about the strategic alternatives was not sufficiently detailed to enable the identification and assessment of effects, HRA was not undertaken for the strategic alternatives.

10. Predicting and Evaluating the Effects of Draft LTP3

Introduction

10.1 This section describes the Draft LTP3 Preferred Strategy and predicts and evaluates its environmental effects. The Draft LTP3 comprised of a long-term transport strategy covering 2011-2026, which is described below and assessed in detail (see Appendix D). The assessment was undertaken in October- November 2010. A summary of the assessment is provided in this section along with recommendations for further improvement of the strategy. Strategic alternative 4 (hybrid approach) was considered to be the most sustainable. SBC has been taken forward the hybrid approach to form part of the LTP3 preferred strategy

Draft Long-term Transport Strategy 2011-2026

10.2 The draft long-term transport strategy set out an action plan to deliver 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 draft strategy was divided into twelve components, each of which contains specific measures that will be implemented to achieve SBC's local transport vision and objectives. The draft long term strategy components were:

- 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.

10.3 Table 10.1 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.

Table 10.1 - Transport objectives and strategy components

SCS Theme	Transport objective	STRATEGY COMPONENTS: ● Major contribution ○ Lesser contribution											
		Accessibility AC	Cycling CY	Freight management FM	ITS ITS	Network nanagement NM	Parking PK	Public transport PT	Road safety RS	Smarter choices SC	Walking WK	RoWIP RoW	Asset Management AM
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	●	●			●	○	●	●	●	●	●	○

Assessment of Draft LTP3 Strategy

10.4 As already discussed in Section 3 on Methodology, the assessment undertaken relies heavily on professional judgement, which necessarily infers an element of subjectivity. It also relies on certain assumptions about the changes to people's behaviour as a result of the measures being assessed and the way development will be implemented. The assessment rationale presented in Table 9.2 was used as the basis to determine the effects of the Draft LTP3 Preferred Strategy.

10.5 To enable the SEA process, the draft strategy was grouped by themes, based on similar aims and objectives, and subsequently divided into 8 components for assessment. The components used for the assessment are shown in Table 10.2. The assessment was undertaken considering each component as a whole and was undertaken taking into account the SEA/HIA/EqIA objectives outlined in Table 7.3 (SEA Framework). Cumulative effects were also taken into account as part of the assessment.

Table 10.2 – Draft LTP3 Long-Term Strategy Components for Assessment

No.	Component	Description
1	Accessibility and Smarter Choices Measures	Focus on delivering sustainable transport to key destinations including: • Employment; • Town centre; • Leisure centres; • Healthcare; • Other facilities. Specific reference is made to working with BAA in respect of securing bus transport between Slough and Heathrow Airport, including alterations to the timetables to accommodate shift working. At Slough Trading Estate (STE), accessibility will be enhanced by the delivery of a demand responsive bus service. Measures will be explored in conjunction with the land use planning policies associated with the Masterplan for STE regeneration – co-ordination between transport and land use planning is viewed as key in this location. Healthcare accessibility is a key target area – the LTP3 incorporates targeted measures to improve access and public transport services linked to medical appointments and key healthcare destinations, including Wexham Park Hospital and local clinics. Opportunities to deliver reduced public transport costs to those with frequent medical appointments will be explored. The LTP3 will work with the land use policies to promote the development of local facilities and new housing, with the aim of reducing the need to travel. LTP3 seeks to ensure that new housing developments are designed to achieve maximum access to appropriate bus services and, where necessary, provision of pump-priming funding. In addition, environmental improvements will be targeted at deprived areas (specific reference made to Britwell, Chalvey and Baylis & Stoke). There is a commitment to investing in the bus fleet to ensure accessible vehicles (see also Component 7). Langley and Burnham Railway Stations will be subject to improvements to deliver enhanced accessibility, both in terms of travelling to the stations, as well as moving around within them. LTP3 recognises that managing the local roads used by HGVs to access the strategic road network (such as the motorways) is critical and the Council in partnership with FQP and along with neighbouring authorities and the Highways Agency will review the strategic traffic signing and identify other ways of providing information on appropriate freight routes to businesses and freight operators (see also Component 4). The LTP3 includes a commitment to delivering personalised travel planning to those with specific mobility needs. The aim is for this to be complemented by increased provision of rotating cones and audible crossing alerts at pedestrian crossings; training of staff involved in delivering public transport services; and mobility scooter hire. Information provision will be enhanced in respect of the public transport choices available to users. Specific initiatives include: • Targeted dissemination of information to specific demographic groups; • Extending the range of languages in which information is produced, reflecting the local demographics; • Including shopping centres in the list of places where public transport information is provided; • Raising awareness of a) the need for sustainable travel; b) workplace and school travel planning; c) car clubs and car sharing opportunities; and d) personalised travel planning services. Smarter Choices initiatives will aim to re-brand public transport to encourage increased levels of usage. LTP3 will also work as

No.	Component	Description
		a complement to the efforts of the Local Enterprise Partnerships (LEPs) in terms of matching public transport provision to economic growth initiatives.
2	Cycling Measures	The LTP3 will deliver investment in the public realm, including through the use of s106 (planning obligations), to encompass the following: • Re-allocation of carriageway space to deliver new and wider cycle lanes; • Improved surfaces for cycling; • Kissing gates to enable use by cycling, but exclude unwanted powered two-wheelers; • Secure and covered cycle storage; and • Enhanced safety and security for users. Cycle links will be provided and steps will be taken to remove barriers to cycling. Para. 7.7.32 states that cycling will be promoted through: • *"widening of existing cycle lanes, providing feeder lanes on the approach to traffic signals, using hatching to increase deflection on mini-roundabouts and at other priority junctions;* • *Identification and addressing barriers to cycling such as traffic hazards, indirect routes, conflicts with pedestrians;* • *Safeguarding the cycle network through the planning process and requiring new developments to provide access and facilities for cyclists;* • *Taking account of the needs of cyclists in safety and other engineering schemes; and* • *Providing safe and protected cycle parking in areas of high demand in the town centre and elsewhere."* The Slough Cycle website will be maintained and developed to include a second hand cycle forum. The 'Re-cycle' scheme will also be pursued, whereby recovered bicycles are serviced and sold on to local people at reduced rates. Cycle marking will be delivered, in the interests of increasing security. The Cycling Map will be updated and circulated. Travel planning will be used to promote cycling, particularly the potential for integrating cycling and rail use. Cycle training, already delivered to schools through the travel planning process, will be extended to adults. Transport schemes will be subject to a cycle audit to ensure that provision is not compromised by new infrastructure. Cycling will be promoted for health benefits, including complementary approaches in the 'Health and Well-Being Strategy' and the 'Slough shrinks when you cycle' campaign. The LTP3 will work with the land use policies to ensure that new housing developments are designed to achieve appropriate provision for, and promotion of cycling.
3	Walking and Rights of Way Improvement Measures	A hierarchy of routes will be developed to assist in prioritising investment and targeting future requirements for walking routes. The LTP3 will deliver investment in the public realm, including through the use of s106 (planning obligations), to encompass the following: • Improved surfaces for walking; • Installation of ramps, handrails, kissing gates and possible gating of alleyways through the Rights of Way Improvement Plan (ROWIP), working with the Local Access Forum;

No.	Component	Description
		• Investment in safety and security to reduce crime; • Enhanced maintenance to ensure timely filling of potholes and other hazards (e.g. overhanging branches); • Improved links, including specific reference to links between the railway station and the High Street and delivery of a tree lined boulevard along the A4; and • Traffic calming to reduce severance. The LTP3 will work with other strategies and initiatives to encourage the establishment of community events in public open spaces; and the promotion of the health benefits of walking. Transport schemes will be subject to a pedestrian audit to ensure that provision is not compromised by new infrastructure. Walking will be promoted as part of travel planning. For schools, this will include initiatives such as walking buses and walk to school awards – this will be in collaboration with the 'Travelling to Schools Strategy'. The LTP3 will work with the land use policies to ensure that new housing developments are designed to achieve appropriate provision for, and promotion of walking.
4	Freight Management Measures	The LTP3 incorporates a number of softer measures targeted at minimising the impact of road based freight on the environment through behavioural and technological changes, including: • Encouraging the upgrade of lorry and van fleets, including Council vans, to more energy efficient and less polluting vehicles; • Promoting the use of alternative fuels; • Promoting best practice driving, including safe driver training and initiatives targeting foreign drivers; and • Encouraging changes in working practices to reduce the noise involved in loading and unloading activities. The LTP3 will explore freight consolidation and seek to promote an increase in the use of rail freight. Additionally, there is developer interest in the provision of a strategic intermodal rail freight terminal at Colnbrook known as the 'Slough International Freight Exchange' (SIFE), where freight would be transferred between rail and road. Rail access to SIFE will be from an existing branch line of the Great Western Main Line and this will need to be considered through the development control process. Actions will be taken to seek to ensure improved security of overnight parking for freight, improved accessibility to the strategic road network and better movement of lorries and vans. The measures will be delivered with the support of the Freight Quality Partnership.
5	Intelligent Transport Systems and Network Management	These measures aim to make more efficient use of the existing transport network through a range of interventions that share information and manage traffic movement. These include: • Installation of Real Time Passenger Information (RTPI). Initially this will be installed at 50 bus stops, with supporting technology in 54 buses, linked to bus priority schemes; • Urban Traffic Management and Control (UTMC) systems, with a specific focus on the A4. These systems will be linked to the RTPI bus information to maximise efficiency of bus priority measures; • Remodelling and new signalling of the A4/A332 junction; • Co-ordination of event management and streetworks to minimise disruption to the network; and

No.	Component	Description
		• Vehicle Activated Signs (VAS) for alerting motorists to speed limits. There will be a review of speed limits to introduce additional 20 mph zones. The LTP3 sets out a commitment for the highways authority to work with the Highways Agency (HA) to explore potential for improvements at the M4 Junction 5 roundabout; enhance noise attenuation through installation of acoustic barriers; and investigate opportunities to deliver carriageway re-alignment that enhances the local environment in terms of reduced noise and enhanced air quality. Para. 7.8.40 identifies a number of planned future uses of network management technology: • *"VMS on key routes to provide information on schemes and incidences;* • *Automatic Number Plate Recognition (ANPR) cameras to monitor journey speeds;* • *Car parking management (such as CCTV, VMS, access/exit controls and payment via smartcard or mobile phone);* • *Tidal traffic flow systems;* • *Access control to sensitive areas for deliveries;* • *Dissemination of traffic information to the public via our website, including future street works;* • *Air quality monitoring;* • *Road safety measures such as VAS to control speed, queue protection, and red light cameras;* • *Management of the bus fleet linking bus priority at key junctions to the UTMC centre via the RTPI system;* • *Weigh-in-Motion (WiM) sites to monitor overweight vehicles; and* • *Common storage of live traffic data."* It is also intended to ensure that traffic data held by SBC is integrated with the Highway Agency's Regional Traffic Control Centre, M4 signals, the emergency services and other local authorities' traffic management systems. Para 7.8.60 identifies measures to support development of digital infrastructure. Therefore, the Council will: • *"promote and assist with the review and implementation of high speed tele-conferencing hubs to be placed in employment locations across the Borough to reduce the need for business travel;* • *set a minimum standard for the specifications of broadband in new developments; and* • *set requirements for the provision of travel information points in new homes with real time public transport information."*
6	Parking Policy Measures	The LTP3 generally includes parking restraint through the measures proposed, which include: • A limit on the total number of publicly available parking spaces in the town centre, set at 5000; • Re-allocation of long and short-term parking provision in the town centre, with the aim of increasing turnover by augmenting the % of spaces that are short stay. This also aims to encourage a reduction in car-based commuting; • Working with land use planning to enforce policies to limit parking provision associated with new development, supported by the production of Travel Plans and Transport Assessments; • Encouraging car-free residential areas; • Provision of blue badge spaces within the town centre; and 'carer permit' spaces within Parking Watch zones; and • The introduction of new controlled parking zones.

No.	Component	Description
		Improved signage, including the use of Variable Message Signs (VMS) will be installed to tackle circulating traffic seeking parking spaces, particularly in the town centre. Publicly-owned car parks will be secured, with accreditation sought for all Slough Borough Council (SBC) operated car parks. Parking Watch will be developed, focusing on STE. Consideration will be given to the need for additional spaces to be identified in the town centre to accommodate powered two-wheelers.
7	Public Transport Measures	***General Measures*** There is a number of general measures contained in the LTP3 that will benefit public transport provision across a range of modes: • De-cluttering of streets to remove obstacles to accessing stop infrastructure/railway stations/taxi ranks; • Staff training for public transport workers in respect of differing mobility requirements; • Emphasis on enhancing interchanges and promoting and facilitating better integration of public transport services across the Borough; • Improved lighting provision and a multi-agency approach to addressing vandalism problems; • Multi-operator smart ticketing; • Bus and rail integrated ticketing; and • Review of fare structures, including discounts for leisure users on production of public transport tickets; and group discounts for travel. The LTP3 recognises the requirement for cross-boundary integration and the public transport strategies will take this into consideration. The public transport strategy retains the Thames Valley Strategic Bus and Coach Network (TVSBCN) hub and spokes concept for prioritising routeing. The strategic corridors view the 'hubs' as Slough Town Centre and the STE. The 'spokes' identified are: • East-west movement between Slough, Heathrow, London and Maidenhead; • North-south movement between Slough, Windsor/Bracknell and Beaconsfield/High Wycombe; and • North-east – south-west movement between Slough and Uxbridge. The LTP3 will work with the land use policies to ensure that new housing developments are designed to achieve maximum travel choice. ***Bus*** The LTP3 includes a commitment to upgrading bus infrastructure, in collaboration with the Bus Quality Partnership, as follows: • Provision of level boarding; • New bus fleet, to incorporate 54 vehicles with RTPI technology as well as introducing more energy efficient vehicles; • Creation of safe waiting environments;

No.	Component	Description
		• Review of the routeing and frequency of bus services, in the interests of optimising services as well as enhancing user safety and comfort (e.g. avoidance of speed bumps where possible); • Installation of bus priority at key locations (e.g. continuation of the SCOOT bus lane and priority lights programme on the A4, programmes identified under the Heart of Slough scheme; additional bus priority measures along the A355 Farnham Road, linking to the STE hub; and reinstatement of bus priority on the B416 Stoke Road); • Review of bus stop locations with the aim of making revisions that enhance catchment sizes; • Enhanced information provision, through a combination of RTPI at 50 stops; and 'stop-specific' timetabling. This will complement the 'Bus Passenger Information Strategy'; • Subsidised provision of non-commercial bus routes to ensure continued services at evenings and weekends where there is an identified need. This will include the 'Out and About' and 'Dial-a-Ride' services. The Heart of Slough project will deliver a refurbished bus station in 2011, offering considerably improved bus interchange opportunities, as well as enhanced connections to Slough Railway Station. ***Rail*** The railway stations in Slough form part of the 'Access for All' scheme. S106 monies are used to assist in delivering the requisite enhancements in accessibility, with the initial focus on Burnham and Langley Railway Stations (see also Component 1). Slough Railway Station will be subject to a significant forecourt upgrade and the installation of platform lifts in readiness for the 2012 London Olympics. Crossrail services will also enhance services by 2017, albeit that short term disruption is anticipated. The LTP3 will explore the potential for extending the existing 16-19 concessionary fare for bus travel, such that it is applicable to rail travel. The LTP3 includes reference to pursuing the delivery of a western rail access to Heathrow Airport as part of wider objectives to deliver better connections to Heathrow. ***Taxis*** The LTP3 includes a commitment to upgrading the SBC taxi fleet to more energy efficient vehicles. Taxi fare structures will be reviewed to remove supplementary charges associated with 'accessible' vehicles. The location of taxi ranks will be kept under review, with the aim of ensuring that they are located in the optimum position to ensure integration with other modes.
8	Road Safety and Asset Management	The LTP3 is designed to complement the work of the 'Safer Slough Partnership'. The proposals aim to deliver local road safety and community safety schemes. This includes the provision of a range of targeted education and training programmes, focused on accident hotspots for children, motorcyclists, walkers and cyclists. Para. 7.6.4 indicates that these will be delivered in a range of ways: • *"Publicising campaign material on the public transport network (for example 'bus back advertising' an d on trains);* • *Publicity during advertising breaks in local cinemas and on local radio;*

No.	Component	Description
		• *Publicity through the local press;* • *Multi-agency publicity events such as crash scenes in town centre;* • *Localised campaign initiatives; and* • *Working with community partners to address the over-representation in Slough's accident statistics of people from an Asian background."* Enhancements to the public realm, lighting and the provision of CCTV (see Components 2, 3 and 7) all aim to deliver enhanced user safety. This includes recognising where the installation of a non-slip surface would bring specific benefits. The maintenance strategy prioritises achieving high standards and using maintenance as an opportunity to deliver improved attractiveness of the streetscene and reduced street clutter (i.e. unnecessary highway signs and guard rails). The LTP3 is supported by the Transport Asset Management Plan (TAMP), which sets out the approach to maintaining the highway infrastructure and the public realm in terms of street cleansing, repairing signs, cleaning street lights and re-laying of kerbs. These activities are all seen as offering benefits in terms of visual amenity, anti-social behaviour and community safety. Para 7.8.62 highlights that LTP3 intend to improve the contingency planning and incident management, by: • *"continuing to participate in the Thames Valley Local Resilience Forum;* • *develop a transport infrastructure contingency plan which will fit under the umbrella emergency plan document;* • *formalise existing contingency plans;* • *investigate the development of other contingency plans, including prioritisation of key routes, infrastructure risk, flooding locations, and diversionary routes;* • *ensure all parties involved in contingency planning and incident management have the information they require, e.g. diversionary route plans;* • *develop an efficient system for communicating information on incidents to the public, via various media means and road signs; and* • *continually review the Council's own contingency planning and incident management."*

Assessment Results

10.6 The detailed assessment of the 8 components against the SEA/HIA/EqIA objectives is shown in Appendix D and Table 10.3 shows a summary of the significance of effects of each component against the SEA/HIA/EqIA objectives. Below a summary of the each components' assessment results is presented. Recommendations for further improvement of the draft strategy were proposed as well.

SEA, Including Health Specific Objectives

Component 1: Accessibility and Smarter Choices Measures

10.7 This component mainly focuses on delivering sustainable transport to key destinations within Slough, including employment, the town centre, leisure centres, healthcare facilities and other facilities. It also includes measures that seek to encourage an increase in the take-up of smarter transport choices amongst users, delivered via a comprehensive package of measures that raise awareness about transport choices, complemented by information on the provision of different transport modes. This is linked to travel planning and, in the case of those with specific mobility needs, a commitment to personalised travel planning. Considered as a whole, the component is therefore considered to offer the potential to deliver benefits both in terms of increased accessibility, as well as enhanced efficiency and promotion of smarter choices. The resultant effect aims to be a greater patronage of sustainable travel modes throughout the Borough.

10.8 Assessment of the component suggested that it had the potential to deliver benefits across the framework as a whole. By encouraging the uptake of smarter choices and increasing accessibility by sustainable modes of travel, the component is expected to deliver large beneficial effects against HIA objective 15 (improve health and reduce health inequalities). This is mainly due to fact that accessibility to healthcare facilities is one of the key targets of the strategy and that decreased private car usage results in reduced air pollution. Moderate beneficial effects were predicted against SEA objectives 1 (GHG emissions), 2 (reduce need to travel and improve efficiency of sustainable modes) and 4 (air quality). A precautionary approach to assessment was adopted against SEA objectives 8 (water environment) and 9 (flooding). This is due to the fact that there was insufficient information available on the location of the proposed direct rail link from the Great Western Main Line to Heathrow airport (known as the 'Western Rail Access') and of the rapid transit service along the A4 corridor. As such, although slight, adverse effects were predicted against these two specific SEA objectives.

Component 2: Cycling Measures

10.9 This component mainly focuses on improving and increasing opportunities for cycling throughout Slough. Measures being proposed include improved cycling facilities and public realm to encourage the take-up of cycling as one of the main modes of transport, particularly for local trips; enhanced cycling routes to make them safer and more attractive; promotion of the health benefits of cycling, in conjunction with other strategies within the Borough; the introduction of the 'Re-cycle' scheme to improve affordability of cycling; and increased travel planning measures with associated training.

10.10 Assessment of the component suggested that it had the potential to deliver benefits across the framework as a whole. By encouraging and increasing opportunities for cycling in safety, the component is expected to deliver large beneficial effects against HIA objectives 15 (improve health and reduce health inequalities) and 16 (accidents). This is mainly due to fact that the component incorporates a package of measures that offer considerable potential to increase the range of cycle routes, affordability of cycling and promotion of this transport mode as beneficial in terms of cost, convenience and health and well-being. Additionally, a range of measures to improve user safety and the security of cycle parking across the cycling network is also part of this component.

10.11 Moderate beneficial effects were predicted against SEA objectives 1 (GHG emissions), 4 (air quality), 7 (biodiversity) and 12 (landscape and townscape character) and HIA objective 17 (crime and fear of crime). Although slight, the component was expected to have adverse effects when assessed against SEA objective 10, as the component includes a limited amount of construction to deliver an enhanced environment for cycling. Although much of this will be delivered via re-distribution of carriageways, there is the potential for some resource use arising from new links and general improvements.

Component 3: Walking and Rights of Way Improvement Measures

10.12 This component mainly focuses on improving and increasing opportunities for walking throughout Slough. Measures being proposed include the definition of a hierarchy of walking routes to assist in prioritising future investments and targeting future improvements; improved public realm to encourage walking; promotion of travel planning measures, especially for schools; and improved and increased local links between neighbourhoods, schools and other community facilities.

10.13 Assessment of the component suggested that it has the potential to deliver benefits across the framework as a whole. By encouraging and increasing opportunities for and the attractiveness of walking, the component was expected to deliver large beneficial effects against HIA objective 15 (improve health and reduce health inequalities). This is mainly due to the fact that pedestrian accessibility to healthcare facilities will be improved and active travel will be encouraged through travel planning affecting residents of all ages. Also, decreased private car usage (predicted to arise as a result of modal shift) results in reduced air pollution, thus benefiting the health of the local population. Moderate beneficial effects were predicted for SEA objectives 1 (GHG emissions), 2 (reduce need to travel and improve efficiency of sustainable modes), 4 (air quality) and 12 (landscape and townscape character) and HIA objectives 16 (accidents) and 17 (crime and fear of crime). The component was not predicted to have adverse effects against any of the SEA and HIA objectives.

Component 4: Freight Management Measures

10.14 This component seeks to minimise the impact of road based freight on the environment through behavioural and technological changes. The strategy recognises that the movement of Heavy Goods Vehicles (HGVs), vans and other commercial vehicles provides a vital service to the local economy and a Freight Quality Partnership (FQP) to tackle freight issues is being proposed. Freight consolidation, increased use of rail freight and increased and improved accessibility to the strategic road network are also being proposed as part of the component.

10.15 Proposing a better management of commercial vehicles, especially HGVs on the local road network, the component is likely to deliver benefits across the framework as a whole. By encouraging the upgrade of the lorry and van fleet with greater use of cleaner technology (lower emission vehicles) and alternative fuels, and by promoting an increase in the use of rail freight, which is likely to reduce road based movement, the component is expected to deliver beneficial effects against most of the SEA and HIA objectives, with moderate beneficial effects being predicted against SEA objectives 1 (GHG emissions), 2 (reduce need to travel and improve efficiency of sustainable modes) and 4 (air quality). Slight adverse effects were predicted against SEA objectives 8 (water environment), 9 (flooding) and 10 (natural resources and waste production). This is due to the provision of the strategic intermodal rail freight terminal at Conlbrook, along with the rail line access from an existing branch line of the Great Western Main Line, which may or may not potentially affect groundwater quality and resources through surface run-off and increase flood risk. Additionally, construction of the ‘Slough International Freight Exchange’ (SIFE) terminal along with its rail access line will inevitably lead to resource use and waste generation when being developed.

Component 5: Intelligent Transport Systems and Network Management

10.16 This component aims to efficiently manage the transport network through a range of interventions that share information and manage traffic movement. Efficient management of the transport network and increased provision of ITS leads to a wide range of benefits, including reduced congestion and environmental benefits associated with reducing traffic queuing, improved reliability of journey times and efficient use of the road network.

10.17 As a result, the component was expected to deliver beneficial effects against a range of SEA and HIA objectives, with moderate beneficial effects predicted against SEA objective 2 as the component is likely to improve the efficiency of sustainable modes of transport; objective 4 due to reduced air pollution as a result of reduced congestion; objective 5 as the strategy highlights that 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 streetscene, rather than detract from it; and objective 12 due to improved public realm and streetscene. Moderate beneficial effects were also predicted against HIA objective 16 as, by significantly increasing signage throughout Slough's road network and proposing additional 20mph zones, this component is likely to play a key role in reducing the risk of road accidents; and against HIA objective 17 as improved streetscene and increased safety technology are likely to play a key role in improving users safety and deterring crime across the transport network throughout Slough.

10.18 Although slight, adverse effects in the short to medium term were predicted against SEA objective 10, as the component will inevitably require additional resources and result in increased production of waste as part of the process of delivering the range of interventions that share information and manage traffic movement. Measures include introduction of ITS throughout Slough and hard shoulder running on the M4.

Component 6: Parking Policy Measures

10.19 This component seeks to use strict controls on supply to reduce demand for parking, including re-distribution of the balance between long and short stay parking, especially in the town centre; restrict parking provision associated with new developments; and introduce additional Controlled Parking Zones (CPZs). The overall aim of the measures within the component is to promote greater use of public transport, walking and cycling.

10.20 Assessment of the component suggested that it had the potential to deliver benefits across the framework as a whole. The component was considered to deliver beneficial effects against a range of SEA and HIA objectives - moderate beneficial effects are predicted against SEA objective 1, as by managing and restraining the supply of parking, demand for private car travel in Slough is likely to be reduced. In addition, increased CPZs also contribute to removing unnecessary traffic from residential areas and can help to improve the flow of traffic on key local routes. The component is likely to contribute to a decrease in road based traffic, especially traffic entering town centre, and encourage the take-up of more sustainable modes of travel, which is likely to reduce air pollution – this has resulted in the prediction of beneficial effects against SEA Objective 4,

10.21 Moderate beneficial effects were predicted against HIA objective 16, as this component is likely to encourage modal shift away from cars. Additional driver information systems should also assist in removing some element of the hazard posed by circulating cars seeking spaces, thus contributing to reducing the risk of accidents, with a particular focus on the parts of the town that experience the highest levels of footfall. Moderate beneficial effects were also predicted against HIA objective 17, mainly due to the fact that the strategy recognises the need to improve safety in public car parks, with the aim of seeking 'Secure Car Park' accreditation for all Slough's public car parks. Additionally, the Council will encourage owners and operators of other car parks to also improve security; and theft from parked cars on-street will be deterred by maintaining and improving street lighting and re-modelling of road layouts.

10.22 No adverse effects were predicted to arise as a result of this component.

Component 7: Public Transport Measures

10.23 This component mainly focuses on improving and increasing opportunities for public transport (bus, rail and taxi) use throughout Slough. Measures being proposed include improved bus infrastructure to make the mode safer and more attractive; new Western Rail Access to Heathrow; development of the rapid transit service along the A4 corridor; new bus station as part of the Heart of Slough project; design of infrastructure in conjunction with new housing developments to ensure that they achieve maximum travel choices; improved interchanges; enhanced railway stations (Burnham and Langley Railway Station); upgrade of the SBC taxi fleet to more energy efficient vehicles; and review of the location of taxi ranks to improve integration with other modes.

10.24 As a result, by encouraging and increasing opportunities for public transport use, the component was expected to deliver large beneficial effects against SEA objectives 1 (GHG emissions), 2 (reduce the need to travel and efficiency of sustainable modes of transport) and 4 (air quality). The component was also expected to result in large beneficial effects when assessed against HIA objective 15, as the component is not only likely to discourage private car usage, but also increase the take-up of active travel, mainly because public transport corridors and hubs are often the parts of Slough with the greatest footfall. Additionally, public transport access to healthcare facilities will be improved, public transport information will be disseminated to patients, personalised travel planning will be offered to those with specific mobility needs, discounts on sport and leisure to those users presenting bus or rail tickets will be offered and a commitment to explore the potential to offer fare reductions for those required to attend frequent medical appointments is proposed.

10.25 Moderate beneficial effects were predicted against SEA objective 12, due to reduced traffic growth and measures such as station improvements (Slough Station, Langley and Burnham stations) and improved interchanges in the new bus station and in convenient interchange points elsewhere in the town centre and other key locations. Moderate beneficial effects were predicted against HIA objective 16, as the risk of accidents within the transport network are likely to decrease and HIA objective 17, as crime is likely to be reduced due to enhanced bus/rail stations, improved interchange points and, over time, it is expected that the multi-faceted approach to enhancing public transport quality, availability and attractiveness will bring considerable benefits in terms of increased vitality, thus improving surveillance. Consequently, additional footfall in and around public transport interchanges and on routes accessing them is also likely to contribute to a reduction in fear of crime and help to deter opportunist crime.

10.26 Moderate adverse effects were predicted against SEA objective 10 as the nature of the component is such that it will inevitably result in a requirement for additional resources and increased waste production to deliver new schemes (Western Rail Access to Heathrow, the rapid transit service along the A4 corridor and the new bus station as part of the Heart of Slough project) and to enhance bus stations to improve service and increase interchange (Slough Station, Langley and Burnham stations). Slight adverse effects were predicted against SEA objectives 7 (biodiversity) and 8 (water environment).

Component 8: Road Safety and Asset Management

10.27 This component aims to deliver local road safety and community safety schemes, complementing the work of the ‘Safer Slough Partnership’. It also proposes high standards in maintenance schemes, advocating their use as an opportunity to deliver improved attractiveness of the streetscene and reduced street clutter. The LTP3 is supported by the Transport Asset Management Plan (TAMP), which sets out the approach to maintaining the highway infrastructure and the public realm in terms of street cleansing, repairing signs, cleaning street lights and re-laying of kerbs.

10.28 As a result, the component was expected to deliver beneficial effects against a range of SEA and HIA objectives, with large beneficial effects predicted against HIA objectives 16 (accidents) and 17 (crime and fear of crime).The component includes some measures that aim to deliver training and education on road safety and the avoidance of accidents, which is likely to be a complement to the work of the 'Safer Slough Partnership' and will be assisted by the implementation of an effective process of maintenance. The component also contains a number of measures that aim to enhance the safety and security of transport users through a combination of physical improvements to transport infrastructure, additional security measures and pro-active approaches to training and awareness raising.

10.29 Moderate beneficial effects were predicted against SEA objective 2 as the component is likely to improve transport efficiency; SEA objective 3 as effective maintenance of the network is likely to contribute to reduced noise, vibration and light pollution arising from transport; SEA objective 5 as, by improving public realm, the historic environment is likely to be improved as well; and SEA objective 12 due to increased commitment to use maintenance as a means of de-cluttering and enhancing the public realm.

10.30 Moderate adverse effects were predicted against SEA objective 10, as the nature of the component is such that it will inevitably result in a requirement for additional resources to deliver new schemes, maintenance and improvements to the quality and security of the transport infrastructure throughout Slough. To some extent, by making a strong commitment to maintaining the existing infrastructure, adverse effects may be partially offset by actions that will prolong the usable lifetime of existing installations and carriageways. Slight adverse effects were predicted against SEA objectives 7 (biodiversity) and 8 (water environment).

EqIA

Component 1: Accessibility and Smarter Choices Measures

10.31 This component focuses on delivering sustainable transport to key destinations within the Borough, including employment, the town centre, leisure centres, and healthcare facilities.

10.32 The component contains many measures that will assist the vulnerable members of the community including the mobility impaired / disabled (through personalised travel planning for those with mobility needs, enhanced pedestrian crossing facilities, and an accessible bus fleet amongst other measures), residents in deprived areas (environmental improvements), shift workers (amendments to public transport timetables to accommodate shift working), residents with long term illnesses (reductions in fares for those needing frequent medical appointments), and those whose first language is not English (extending range of languages information is disseminated in). Ensuring these vulnerable groups are able to access the facilities they require, and creating a more welcoming environment will assist with creating effective community cohesion in Slough.

10.33 The enhancement to public transport services and placement of new services to serve the two main employment destinations for Slough residents will increase access to employment destinations, and hence assist residents in gaining work locally. Improvements to the public transport services results in improved access to Heathrow, Slough Trading Estate, the town Centre, Wexham Park Hospital (and other clinics) and therefore assists in improving accessibility to key services in the area.

10.34 As a result, large beneficial effects were predicted against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired) and EqIA 18 (accessibility), with moderate effects predicted against EqIA objective 14 (skills needed to be employed locally).

Component 2: Cycling Measures

10.35 Measures within the Cycling component focus on public realm improvements providing improved surfaces for cycling, allocation of carriageway space for cyclists, secure storage, and addressing barriers to cycling, including conflicts with pedestrians.

10.36 The identification and addressing of conflicts between cyclists and pedestrians will benefit walkers and cyclists alike, and will particularly benefit the elderly and the mobility impaired, as this has been noted to be a problematic area by mobility impaired residents. Public realm improvements will assist to creating a more welcoming environment in deprived areas and the introduction of a second hand cycle forum and Re-cycle scheme may provide those on low incomes with an opportunity to purchase a bicycle to use as a cheap mode of transport. Generally the improvements to public spaces and the wider impacts on the community should help achieve cohesive communities.

10.37 Moderate effects were predicted against EqIA objective 18, as the improvements to the cycle network may enhance accessibility to employment and education establishments across the Borough. This, with the integration of cycle and rail use, and provision of adult cycle training will encourage more people to use bicycle as a mode of transport within Slough, which therefore increases accessibility.

10.38 To enhance the benefits of this component a cycle audit could be undertaken to examine the cycling infrastructure / environment within the Borough. With a focus on deprived areas, employment, education and other key facilities this could improve cycling accessibility for these three objectives.

Component 3: Walking and Rights of Way Improvement Measures

10.39 This component contains a number of measures aimed to improve the walking environment within Slough to encourage this as a sustainable mode of transport.

10.40 The creation of a more welcoming environment for walking by introducing traffic calming measures, improved security, and improved surfaces for walking will enhance the overall environment of the area, and therefore encourage community cohesion. A reduction in traffic and improvements to security and environment will assist vulnerable groups who may currently not feel confident travelling by foot. Ramps and handrails along with the improved surfaces should benefit those with mobility impairments and therefore encourage movement and interaction in the area, creating more cohesive communities. As a result, large beneficial effects are predicted against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired).

10.41 Improvements to the walking environment are likely to encourage more people to walk as a mode of transport and therefore provide further links to education, employment and leisure facilities across the Borough.

Component 4: Freight Management Measures

10.42 Measures within this component aim to minimise the effect of road based freight on the environment through behavioural and technological changes to the freight fleet / network.

10.43 The implementation of ‘Slough International Freight Exchange’ (SIFE)[28] in Colnbrook is planned to serve as a central hub to transporting freight on the rail network. Whilst this may have benefits in terms of reducing the amount of freight on the road network, the placement of this site in Colnbrook is likely to have large effects on local residents.

10.44 An increase in freight movement around the site may result in severance within surrounding communities – either directly through additional freight movement, or the wider impacts of traffic

[28] This assessment has been carried out examining the broad effects of the SIFE site, with any modelling outputs and therefore magnitude of impact on the road network due to the placement of the SIFE site unknown.

routing to avoid this area. This will 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. This resulted in moderate adverse effects predicted against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired). Adequate planning and modelling will need to be carried out to ensure that this site does not adversely affect the local area. Mitigation will need to be agreed dependent on the impacts identified through modelling; however may include public realm improvements, amendments to public transport frequency / routing, and traffic management.

10.45 The placement of the SIFE will, however, create a number of employment opportunities both in its development and its running, and therefore will increase access to employment within Slough.

Component 5: Intelligent Transport Systems and Network Management

10.46 Measures included in this component are aimed at managing congestion within Slough, and making improvements to public transport information.

10.47 This component has benefits for vulnerable groups in the area, by reducing severance through speed limiting schemes, improved safety, and provision of RTPI. These measures combined will help create a more welcoming environment within the Borough, and hence enhance community cohesion.

10.48 Management of the road network, resulting in a reduction in congestion will ensure that public transport services are reliable and punctual, and again will create a better environment for walking and cycling, therefore having some benefits on accessibility. Slight beneficial effects were predicted against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired) and EqIA objective 18 (accessibility).

Component 6: Parking Policy Measures

10.49 Measures included in this component will have varying effects on the local community. Controlled parking in residential areas will encourage walking, cycling and public transport, create a welcoming environment for community cohesion and reduce the impact on public transport (parked cars blocking roads, or public transport stops are known to be an issue, and have an impact on mobility impaired residents who need to use raised kerbs when using public transport). A restriction in parking in residential areas will make for a more pleasant walking, cycling and community area and therefore enhance cohesion. This resulted in the prediction of slight beneficial effects against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired)

10.50 A reduction in parking in the town centre may encourage visitors to park in the surrounding residential areas, which may have a detrimental effect on residents, unless properly managed.

10.51 The component aims to reduce car based commuting and therefore aims to increase the proportion of residents using sustainable transport for their journeys. However, a possible effect of this is residents travelling outside of the Borough to use the facilities they require.

Component 7: Public Transport Measures

10.52 Measures in this component will enhance community cohesion through providing easy access to public transport facilities (de-cluttering of streets, upgrades to stations etc.), making public transport easier to use, providing equal standards for all residents (removing the current issues for mobility impaired residents). Additional measures are designed to improve access for other vulnerable groups – including 16-19 year olds who may be on limited incomes, and those who currently have limited public transport services.

10.53 The implementation of multi-operator and smart ticketing is likely to make travelling around the Borough easier for residents, and potentially make public transport a more attractive option for travel, provided that these schemes offer an affordable transport option.

10.54 Community cohesion and healthy lifestyles are encouraged by implementation of fare reductions for residents visiting leisure centres in the Borough.

10.55 Cross boundary integration is identified as a key area for this component, which will improve access to opportunities to key destinations outside of the Borough boundary for residents, and the implementation of the Western rail link to Heathrow will vastly improve access to employment for Slough residents.

10.56 The extension of the 16-19 concessionary fare to rail services will broaden the training and employment opportunities for this group, and make rail a more attractive transport option for their journeys.

10.57 As a result, large beneficial effects were predicted against EqIA 18 (accessibility), with moderate effects predicted against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired) and EqIA objective 14 (skills needed to be employed locally).

Component 8: Road Safety and Asset Management

10.58 Safety training, publicity events and displays will help raise the profile of road safety within Slough, which is especially prevalent for people from an Asian background due to the high proportion of accidents recorded for this group, and will be useful information for all residents in the area.

10.59 Improvements to the streetscape, maintenance improvements and security measures will improve the attractiveness of the area, reduce anti social behaviour and therefore encourage people to travel and socialise more in the area and hence enhance community cohesion. A reduction in anti social behaviour and an increase in security (whether perceived or actual) will benefit the elderly and mobility impaired by providing confidence when travelling in the area, and also have positive impacts on deprived areas within the Borough.

10.60 An increased feeling of security through training, security measures and CCTV is likely to encourage more people to walk, cycle or use public transport within the area, and therefore make some enhancements to accessibility to key services in Slough.

10.61 Although not significant, slight beneficial effects were predicted against EqIA objective 13 (protect the vulnerable, disadvantaged and mobility impaired) and EqIA objective 18 (accessibility).

Table 10.3 - Assessment Summary for Draft LTP3 Long-Term Strategy

No	SEA/ HRA/ HIA/ EqIA Objectives	Draft 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	Draft 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	+++	+

10.62 It was considered that the Draft LTP3 Preferred Strategy met the range of SEA/HIA/EqIA objectives identified in the SEA Framework to a large extent.

10.63 It offered potentially significant positive effects on a number of objectives related to climate change, use of sustainable modes of transport, reduction of need to travel, air quality, noise, vibration and light pollution, biodiversity, landscape and townscape, vulnerable disadvantages and mobility impaired, skills, health and wellbeing, road safety, crime and fear of crime, and accessibility.

10.64 Significant adverse effects were predicted on the SEA objective that relates to use of natural resources and production of waste and the EqIA objective concerned with the protection of the vulnerable, disadvantaged and mobility impaired to create cohesive communities. It was considered that the adverse effects identified could be minimised to a satisfactory degree through the effective implementation of all requirements and interventions in the Draft LTP3 Preferred Strategy and through identified mitigation measures.

Recommendations for Improvements to Draft LTP3 Strategy

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

SEA, Including Health Specific

- *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 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;
- The performance of the draft 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 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 that a route-map be added to the Plan to improve clarity and deliver increased benefits against SEA objective 2;
- 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;

- *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;
- 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 objective 7;
- 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 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 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;
- LTP3 should include a commitment to sourcing new materials from sustainable resources, delivering benefits against SEA objective 10.

    - *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;
- 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;
- 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.

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 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 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 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;
- To enhance the opportunities arising from the SIFE scheme, it may be 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,
- 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.

11. Effects of Final LTP3 (Long-Term Strategy and Interim Implementation Plan)

Introduction

11.1 The Draft LTP3 was subject of public consultation from 10th November 2010 until 21st January 2011. Following the consultation, further revisions were made to the LTP3 to reflect the SEA recommendations set out in section 10 as well as comments arising from the consultation. These changes are included in the Final LTP3 document and discussed below.

Final LTP3 Long-Term Strategy

11.2 Following the public consultation on the Draft LTP3 Long-Term Strategy, a number of changes have been made to the strategy to address the public consultation comments and SEA recommendations. For further details on how the SEA/HIA/EqIA recommendations contained within the Draft Environmental Report have been incorporated/or not into the Final LTP3 please refer to the Slough LTP3 SEA Statement.

11.3 Some SEA recommendations have not been considered in the Final LTP3 Long-Term Preferred Strategy. This is due to the fact that:

- 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.

11.4 Table 11.1 shows the components that were assessed as part of the Draft LTP3 Long-Term Strategy and the changes that have been made to the Final LTP3 Long-Term Strategy.

Table 11.1 - Final LTP3 Components and Changes Occurred

No.	Component	Changes to Final LTP3 occurred as part of the public consultation and SEA recommendations
1	Accessibility and Smarter Choices Measures	- *Change as a result of SEA Recommendations*: 1. Inclusion of a commitment to increase accessibility to the natural environment. - *Change as a result of Public Consultation:* 1. More emphasis on seeking to widen travel choices and make them more attractive than the private car.
2	Cycling Measures	- *Change as a result of SEA Recommendation*: 1. Inclusion of a commitment to ensure that proper provision is made for cyclists in the design of all new interchanges.
3	Walking and Rights of Way Improvement Measures	- *Change as a result of SEA Recommendations*: 1. Inclusion of a commitment to ensure that proper provision is made for pedestrians in the design of all new interchanges.
4	Freight Management Measures	No changes.
5	Intelligent Transport Systems and Network	- *Change as a result of SEA Recommendations*: 1. The Final LTP3 refers to the *Slough's Network Management Plan* that sets

No.	Component	Changes to Final LTP3 occurred as part of the public consultation and SEA recommendations
	Management	out contingency plans for dealing with traffic in the face of incidences, road works and other problems arising on the road network.
6	Parking Policy Measures	No changes.
7	Public Transport Measures	No changes.
8	Road Safety and Asset Management	- *Change as a result of SEA Recommendations*: 1. Inclusion of reference to consider heritage assets in the design of new transport infrastructure. 2. The Final LTP3 recognises the importance of protecting the natural environment during planning, design and construction of new schemes and emphasizes that impacts on the natural environment will be assessed during early development of any scheme. 3. Inclusion of a commitment to 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. 4. Inclusion of a commitment to using construction as a means of introducing materials that are resilient to climate change. 5. Inclusion of additional emphasis on ensuring that works will be designed with the aim of minimising visual impacts and disruptions. 6. Stating that building any new highways will be considered as a 'last resort' once all manner of demand and traffic management has been implemented. 7. LTP3 will seek to use environmentally friendly construction materials. - *Change as a result of Public Consultation:* 1. Inclusion of a commitment to tackle road safety as part of the 3-year LTP3 Implementation Plan to be developed in Autumn 2011. 2. Commitment to build any new highways as a 'last resort' once all manner of demand and traffic management has been implemented. 3. Inclusion of a commitment to further develop Slough's asset management strategy taking into account the recommendations put forward in the CIPFA code of practice.

11.5 The Final LTP3 Long-Term Strategy also includes some general changes that do not relate to any component specifically. These are:

- Increased commitment to work with service providers and cross-border working with the surrounding Boroughs;
- More details on the Air Quality Action Plans to be prepared as part of future Implementation Plans;
- More details on planning applications that are not proposed as part of LTP3 and which have already been submitted that will contribute to the delivery of transport benefits; and
- Cross-reference with Slough Core Strategy Policies.

Interim Implementation Plan 2011/12

11.6 The other LTP3 document is the Interim LTIP. The LTIP sets out the schemes and measures SBC intends to implement to achieve the LTP3 objectives, taking account of available finance and resources. The LTIP also considers the indicators that could be used to measure LTP3 performance and outlines an assessment of programme and project risks, the steps to be taken to mitigate those risks and possible remedial measures should the risks materialise.

11.7 Table 11.2 below shows the Interim LTIP proposed programme and schemes for 2011/12.

Table 11.2 - Interim LTIP: Proposed Programme 2011/12

No.	Component	Interim LTIP: Proposed Programme 2011/12
1	Accessibility and Smarter Choices Measures	1. Continue to promote school and workplace travel plans and more focuses on Slough's smarter choices strategy. 2. Improve accessibility for people who have a mobility impairment as part of the town centre improvement programme.
2	Cycling Measures	1. Conditions for cycling will be enhanced as part of the Slough station forecourt enhancement with safe attractive routes between the station entrance, the new bus station and the new town centre. 2. Funding of smaller projects to increase cycling, including cycle routes and cycle parking in the town centre and stations. 3. Partnership working with schools, Buckinghamshire County Council and Sustran to increase and encourage more cycling to/within schools.
3	Walking and Rights of Way Improvement Measures	1. Conditions for walking will be enhanced as part of the Slough station forecourt enhancement with safe attractive routes between the station entrance, the new bus station and the new town centre. 2. Funding of smaller projects to increase walking (walking routes). 3. Working with the Local Access Forum on delivering the actions listed in the RoWIP, including consolidation of a digitised version of the Definitive Map of Public Rights of Way to show new routes and changes to the network; rights of way enhancements, advice on planning proposals and provision of new routes where opportunities arise through development, further development of interactive mapping function on Slough website to include updates to implemented walking and cycling routes; and partnership working to implement Cinder Track Action Plan, Salt Hill tunnel Action Plan and FP33/32 Chalvey Gateway to Jubilee River Action Plan.
4	Freight Management Measures	1. Establishment of a Freight Quality Partnership.
5	Intelligent Transport Systems and Network Management	1. Continue to carry out Slough's network management duties under the Traffic Management Act. 2. Work towards the creation of a hierarchy of roads in the Borough as outlined in the Network Management Plan. 3. Delivery of a bus Real Time Passenger Information (RTPI) system in Slough.
6	Parking Policy Measures	1. Parking Watch on-street parking zone programme.
7	Public Transport Measures	1. Re-modelling of the Slough station forecourt. 2. Upgrade of bus stops within the resources available. 3. Support non-commercial bus services.
8	Road Safety and Asset Management	1. Investment in road safety improvements. 2. Investment in safer routes to school, with focus on access to schools in Cippenham. 3. Continue to work with neighbouring authorities, the police, emergency services and others through Slough's participation in the Safer Roads Partnership. 4. Work with the Safer Roads Partnership to monitor road casualties, 5. Investment in education, training and publicity programme to further improve road safety, 6. Investment in highway maintenance and in maintaining and improving drainage, including work on soakaways. 7. Continue to invest on the street lighting replacement programme.

Assessment of Changes to LTP3

11.8 This section presents the review of the summary effects of the draft LTP3 (in section 10) to ensure that any significant changes to the final LTP3 document are reflected in the final Environmental Report. This review also takes into account the Interim Implementation Plan's proposals. Table 11.3 below indicates the revised assessment score of LTP3's performance in relation to the SEA objectives. This is followed by the assessment of cumulative effects in Table 11.4. The assessment of cumulative effects uses the relevant SEA objectives as identified in Table 7.3 and draws on the approach for the prediction of future trends in Table 7.4. This analysis identifies the cumulative effects of LTP3 together with other plans reviewed to predict the future trends in Table 7.3.

11.9 The changes to the scoring of the final LTP3 document's performance against the SEA objectives per assessment component are as follows:

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.

4- Freight Management Measures

- No change

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 ('+++').

7- Public Transport Measures

- No change

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 11.3 – 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	++	++	++	++	+++	++	+++	+
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	+	++

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
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)*	+++	+	+++	--	++	+	++	+
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	+++	+

Table 11.4 – Assessment of Cumulative Effects

Key: **Current Conditions - good/moderate/poor** **Future Trends – improving/stable/declining**

Current Conditions	Future Trends
Good	Improve
Moderate	Stable
Poor	Decline

SEA Objective (cumulative effects)	Baseline Condition	Future Trends without LTP3 – Cumulative effects of other Plans only	Future Trends with LTP3 - Cumulative effects of LTP3 with other Plans	Commentary
Address the causes of climate change through reducing emissions of greenhouse gases	Moderate	Stable	Improve	Without LTP3 in place transport CO_2 emissions were predicted to remain stable. LTP3 includes a number of different types of measures to reduce GHG emissions from transport, which are likely to deliver significant positive effects against this objective. Therefore, positive cumulative effects of LTP3 with other plans will be enhanced.
Reduce noise, vibration and light pollution from transport	Poor	Decline	Improve	Without LTP3 in place the level of noise experienced in Slough was predicted increase. LTP3 addresses the issue of noise levels through a number of direct and indirect interventions, including the promotion of sustainable modes and asset management measures. Therefore, cumulative effects of LTP3 with other plans, such as the Noise Action Plan, are likely to show improving trends.
Reduce air pollution and ensure air quality continues to improve	Poor	Improve	Improve	Air quality problems in the borough are tackled through a number of plans and measures, including the Air Quality Action Plans. Numerous measures in LTP3 (in all the assessment components) are predicted to benefit the local air quality. Therefore, positive cumulative effects of LTP3 with other plans will be enhanced.
Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	Good	Stable	Stable	The internationally designated sites have been designated to conserve their favourable condition. The HRA Review tested whether LTP3 either alone or in combination with other plans and projects is likely to have a significant effect on the three international sites outside the Borough's boundary. The 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.
Identify, manage and protect habitats and species which are important on a national and local scale	Poor	Decline	Decline	A large proportion of Wildlife Heritage Sites' area is in an unfavourable and declining condition. These sites and other areas containing sensitive habitats and species (e.g. the BAP habitats and ancient woodlands) are under increasing pressure from various human activities and uses. The mix of measures in LTP3 overall is likely to have minor positive effects on this objective. However, it is unlikely to change the overall trends and therefore cumulative effects of LTP3 with other plans show declining trends.

SEA Objective (cumulative effects)	Baseline Condition	Future Trends without LTP3 – Cumulative effects of other Plans only	Future Trends with LTP3 - Cumulative effects of LTP3 with other Plans	Commentary
Enable adaptation to the effects of climate change including the risk of flooding	Moderate	Decline	Improve	Without LTP3 flood risk levels were predicted to increase in the long term as development levels increase and flood risk increases as a result of climate change. LTP3 aims to adapt the road system to greater frequency of flooding, storms and other effects of climate change. Thus cumulative effects of the other plans with LTP3 may show some improvement trends in terms of the borough's climate change adaptation response.
Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste	Moderate	Stable	Stable	The use of natural resources in terms of the reuse of PDL and materials for construction was deemed to remain stable without LTP3. LTP3 aims to use environmentally friendly materials and avoid building new highways. Therefore, cumulative effects of LTP3 with other plans such as those in the LDF show maintenance of the existing trends with potential for improvement closer to the end of the LTP3 period when stricter building regulations come into force.

12. Mitigation

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

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

12.3 Mitigation can take a wide range of forms, including:

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

12.4 Mitigation measures for each assessment components have been considered as part of the assessment of LTP3 (Appendices D and E and section 10). Most of them have been taken on board in the final LTP3 document. This resulted in the elimination and tempering of some predicted negative effects and the enhancement of some positive effects.

12.5 Additional general measures for mitigating the adverse sustainability effects identified in the sustainability assessment are listed below. These measures together with the SEA recommendations that have not been incorporated in LTP3 should be taken into consideration whilst developing the consecutive LTP3 Implementation Plans and when implementing LTP3 measures, schemes and projects:

SEA, Including Health Specific

- In order to ensure that the transport works proposed throughout the Plan period are associated with minimised risk in terms of environmental pollution, the LTP3 should include a requirement for Construction Environmental Management Plans (CEMP) and a Site Waste Management Plan (SWMPs);
- LTP3 should consider the development and enhancement of green infrastructure as part of the proposed schemes, where appropriate, and enhance the carbon scrubbing potential of the townscape and streetscene;
- LTP3 should include a commitment to sourcing new materials from sustainable resources and ensure adherence to sustainable construction practices in the design and delivery of new infrastructure;
- LTP3 should include details regarding the specific measures likely to be delivered in the Plan period, supported by a map or a route-plan if possible – this would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.

EqIA

- Planning approval for the SIFE should ensure that it is not within any residential areas, with routes into the site also avoiding residential areas, to minimise severance to local communities. Adequate planning and modelling will need to be carried out to examine the effects of freight movement, including the routing of wider traffic as a result of freight movement around SIFE. Appropriate mitigation will need to be introduced as a result of the modelling, which may include public realm improvements to improve the overall environment, pedestrian / cyclist facilities to ensure these transport modes are still attractive, and public transport enhancements to account for delays on the road network to reduce the impact on community cohesion.

13. Monitoring Programme

13.1 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).

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

13.3 The strategic environmental assessment of the LTP3 has identified significant beneficial effects with regards to certain SEA, HIA and EqIA objectives that will require monitoring. The SEA framework (Table 7.3) contains indicators that could be used to monitor significant effects post implementation and these have been used in the preparation of the monitoring programme.

13.4 The following significant beneficial effects (direct as well as cumulative effects) have been identified by the assessment and form the basis of the monitoring programme:

SEA objectives (identified significant beneficial effects)

- SEA objective 1 – Address the causes of climate change through reducing emissions of greenhouse gases;
- SEA objective 2 – Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, walking and cycling;
- SEA objective 3 – Reduce noise, vibration and light pollution from transport;
- SEA objective 4 – Reduce air pollution and ensure air quality continues to improve;
- SEA objective 5 – Maintain, protect and enhance buildings, sites and features of archaeological, historical and architectural interest and their settings;
- SEA objective 7 – Identify, manage and protect habitats and species which are important on a national and local scale;
- SEA objective 9 - Enable adaptation to the effects of climate change including the risk of flooding;
- SEA objective 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;

SEA objectives (identified significant adverse effects)

- SEA objective 10 – Ensure prudent use of natural resources, conserving soil and mineral resources and quality and minimising the production of waste;

HIA objectives (identified significant beneficial effects)

- HIA objective 15 – Improve the health and well-being of the population and reduce inequalities in health;
- HIA objective 16 – Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements; and

- HIA objective 17 – Reduce crime and the fear of crime.

EqIA objectives (identified significant beneficial effects)

- EqIA objective 13: Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities;
- EqIA objective 14: To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally;
- EqIA objective 18: Improve accessibility to key services, facilities and employment areas for all sectors of the community by public transport, walking and cycling (NI175).

EqIA objectives (identified significant adverse effects)

- EqIA objective 13: Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities.

13.5 The proposed monitoring programme is outlined in Table 13.1. .

Table 13.1 – Proposed Monitoring Programme

No.	SEA Objective against which a significant effect has been predicted (without mitigation)	Indicator(s) to be Used	Suggested frequency of analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
1.	Address the causes of climate change through reducing emissions of greenhouse gases	Traffic Volume	Annually	SBC/DfT
		Traffic growth	Annually	SBC/DfT
		NI167: Congestion- average journey time per mile during the morning period	Annually	SBC/HA/DfT
		Inbound peak traffic flows	Annually	SBC
		Uptake of low emissions vehicles	Full record – constant update[29]	SBC/DfT
		Use of new Intelligent Transport Systems technologies	Full record – constant update	SGC
		Use of more sustainable fuels in public transport	Annually	SBC
		Use of financial incentives such as road pricing and congestion charging	Full record – constant update	SBC/DfT
		Uptake of driver training for improved eco-efficiency	Annually	Training organisation/SBC
		CO_2 emissions for road transport sector	Annually	SBC/DECC
2.	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including	Modal Share	Annually	SBC/DfT
		Bus Patronage	Annually	BQP reporting to SBC
		Number of Cycling Trips	Annually	SBC

[29] 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.

	public transport, cycling and walking	Number of walking trips (annualised index): walking trips across town centre locations (9 sites)	Annually	SBC
		% of services departing in window of 1 minute early and 5 minutes late	Annually	BQP, reporting to SBC
		Time taken to travel to work (average time taken per journey)	Annually	SBC, informed by travel plans
		Freight transported by mode (tonnes lifted)	Annually	FQP/SBC
3.	Reduce noise, vibration and light pollution from transport	Noise Levels	Annually	SBC
		Number of noise complaints received relating to transport	Full record – constant update	SBC
		Residents considering noise a problem or serious problem	Full record – constant update	SBC
		Proportion of street lamps with downward beam	Full record – constant update	SBC
		% of road network surfaced with low noise materials	Full record – constant update	SBC
4.	Reduce air pollution and ensure air quality continues to improve	Levels of NO_x	Monthly, reported annually	SBC/AQP
		Levels of PM_{10}	Monthly, reported annually	SBC/AQP
		Number and extent of AQMAs	Full record – constant update	SBC/AQP
		Air Quality pollutant concentration within AQMAs- emissions and/or vehicle flows	Monthly, reported annually	SBC/AQP
		Public transport running on cleaner fuel	Annually	SBC/BQP
		Number of complaints concerning air quality relating to transportation	Full record – constant update	SBC
		Days when air pollution is moderate or high	Full record – constant update	SBC

5.	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	Annually	SBC/English Heritage (EH)
		Conservation Areas affected by transport schemes	Annually	SBC
		Recorded archaeological sites affected by transport schemes	Annually	SBC/County Archaeologist/EH
		Number of listed buildings affected by transport schemes	Annually	SBC/County Archaeologist/EH
		The number of restoration projects of highway associated features and infrastructure	Full record – constant update	SBC/County Archeologist
7.	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	Annually	SBC/NE
		Population and spatial distribution of priority species: Stag beetle, wild birds, water voles, garden butterflies	Annually	SBC/NE
		Extent of Ancient Woodland	Annually	SBC
		Number of LTP schemes where positive conservation management has been or is being implemented (NI197)	Annually	SBC
		Net loss of trees and hedgerows as a result of LTP schemes	Full record – constant update	SBC
		Area of land-take for LTP schemes in areas designated for their wildlife importance	Full record – constant update	SBC
		Number of designated sites fragmented by LTP schemes	Full record – constant update	SBC
		Locally important habitats affected by the LTP proposals	Full record – constant update	SBC
		Achievement of BAP targets, especially for roadside verges and in new planting schemes	Annually	SBC/NE
9.	Enable adaptation to the effects of climate change including the	Area at risk of flooding	Annually	Environment Agency/SBC
		Number of new transport schemes in flood risk areas contrary to the advice	Annually	SBC

	risk of flooding	of the Environment Agency on flood defence grounds		
		Number of LTP schemes with flood mitigation measures	Annually	SBC/developer
10.	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	Number of transport schemes that lead to the remediation of contaminated land	Full record – constant update	SBC
		Proportion of recycled aggregates used in construction	Annually	SBC
		Number of pollution incidents attributable to transport	Full record – constant update	SBC/ Environment Agency
		Transport related land take on PDL vs. Greenfield land	Full record – constant update	SBC
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	Extent of Green Belt	Annually	SBC
		Number of transport schemes that include a full landscaping scheme	Full record – constant update	SBC/HA
		Public open space per 1,000 population (including play space)	Annually	SBC/ Developers
		Accessible Natural Greenspace	Annually	SBC/ Developers
		Proportion of people who drive to their closest natural green space	Annually	SBC
		The number of schemes that have rationalised/reviewed amounts of unnecessary signage	Annually	SBC
		Public green space lost/ gained as a result of LTP schemes	Full update – constant record	SBC
13.	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 available in a variety of languages (including Polish, Urdu, Punjabi, Bengali, Gujerati),	Annually	SBC
		Proportion of people from identified areas of deprivation that suffer from crime or road accidents, compared with less deprived areas	Annually	SBC informed by HA
		Number of transport schemes aimed at improving accessibility in the most deprived communities	Annually	SBC

		Number of new and improved walking and cycling routes with a specific focus on more deprived areas	Annually	SBC
		Number of pedestrian Crossings with appropriate facilities for disabled people	Annually	SBC
		Proportion of accessible Public Transport[30]	Annually	SBC
		Proportion of disabled and reduced mobility passengers that use public transport	Annually	SBC with assistance from local disability communities
		Rail and bus service integration at key points within the Borough (key accessible transport hubs)	Annually	SBC
14.	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Proportion of Slough residents employed within the Borough	Annually	SBC
		Proportion of local people commuting to outside the Borough for work	Annually	SBC
		Working Age Adults with a Qualification Equivalent to NVQ Level 2 or Above	Annually	SBC
		Working Age Adults with a Qualification Equivalent to NVQ Level 3 or Above	Annually	SBC
		Working Age Adults with a Qualification Equivalent to NVQ Level 4 or Above	Annually	SBC
		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	Annually	SBC
		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	Annually	SBC
15.	Improve the health and well being of the population and reduce inequalities in health	Number and percentage of households within 30 and 60 minutes of a hospital by public transport/ walking, by cycling and by car	Annually	SBC
		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	Annually	SBC

[30] 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.

	(Health specific objective)	car		
		Number and percentage of households within 15 and 30 minutes of a GP by public transport/ walking, by cycling, and by car	Annually	SBC
		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	Annually	SBC
		NI8: Adult participation in sport and active recreation	Annually	SBC, informed by leisure providers
		NI57: Children and young people's participation in high quality PE and sport	Annually	SBC, informed by sports providers
		Life expectancy at birth / Progress in reducing health inequalities	Annually	SBC, informed by health board
		Obesity among primary school age children in yr 6	Annually	SBC, informed by health board
16.	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	Road accidents (incidents)	Full update – constant record	SBC, informed by HA
		Total number of road accidents casualties	Full update – constant record	SBC, informed by HA
		NI47: People killed or seriously injured in road traffic accidents	Full update – constant record	SBC, informed by HA
		NI48: Children killed or seriously injured in road traffic accidents	Full update – constant record	SBC, informed by HA
		Car accidents in LSOAs: correlation between the level of accidents and deprivation	Annually	SBC
		Number of education, training and publicity programmes implemented	Annually	SBC, informed by training providers
		Number of traffic management schemes implemented	Annually	SBC
17.	Reduce crime and the fear of crime	Number of reported crimes on public transport	Full update – constant record	SBC, informed by British Transport Policy (BTP)

	(Health specific objective)	Number of cycle paths and walkways that have natural surveillance and are well lit	Annually	SBC, informed by user groups
		Percentage of people with a high level of worry about crime on public transport (adapted from NI17)	Annually	SBC
		Percentage of people who don't use public transport during the day because they don't feel safe (adapted from NI17)	Annually	SBC
		Percentage of people who don't use public transport after dark because they don't feel safe (adapted from NI17)	Annually	SBC
		Percentage of residents who feel fairly safe or very safe outside during the day (adapted from NI17)	Annually	SBC
		Percentage of residents who feel fairly safe or very safe outside after dark (adapted from NI17)	Annually	SBC
		Percentage of residents who think that they are being attacked because of their skin colour, ethnic origin or religion	Annually	SBC
		Provision of sports and leisure facilities	Annually	SBC
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)*	Condition of footpaths and rights of way	Annually	SBC, informed by user groups
		Ease of Use of footpath and rights of way	Annually	SBC, informed by user groups
		Percentage of footpaths and rights of way requiring maintenance	Annually	SBC
		No of safer routes to schools schemes, particularly in more deprived wards	Annually	SBC, informed by local education authority/ STA
		Number of airport bus journeys taken	Annually	SBC/BQP/ service operators
		NI177: Local bus and light rail passenger journeys originating in the local authority area	Annually	SBC/service operators
		NI178: Proportion of bus services running on time	Monthly, report quarterly	SBC, informed by BQP/service operators

		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 (NI176)	Annually	SBC
		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	Annually	SBC
		Number and percentage of children aged 5 to 10 years within 15 and 30 minutes of a primary school by public transport/walking, by cycling, and by car (relates to NI198)	Annually	SBC
		Number and percentage of children aged 5 to 10 years who receive free school meals within 15 and 30 minutes of a primary school by public transport/walking, by cycling, and by car	Annually	SBC
		Number and percentage of children aged 11 to 15 years 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)	Annually	SBC
		Number and percentage of children aged 11 to 15 years 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 cycling, and by car	Annually	SBC
		Number and percentage of households 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	Annually	SBC
		Number and percentage of households 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	Annually	SBC
		Number and percentage of households 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	Annually	SBC
		Town centre regeneration schemes that increase the accessibility of employment	Full update – constant record	SBC

		Number and percentage of people 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	Annually	SBC
		Number and percentage of households 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	Annually	SBC
		Number and percentage of households 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	Annually	SBC
		Number and percentage of people 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	Annually	SBC
		Number and percentage of households 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	Annually	SBC

14. Conclusions

14.1 This Environmental Report sets out the SEA process and its key findings in relation to Slough LTP3. It incorporates the results of HIA, EqIA and HRA.

14.2 As a result of the first iteration of the assessment, the Draft Environmental Report made a series of SEA/HIA/EqIA recommendations that aimed to improve the overall sustainability performance of the LTP3. The Final LTP3 incorporated most of these recommendations, which improved its overall sustainability performance. Some of the recommendations were not considered in the Final LTP3 mainly due to the fact that 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. It is recommended that outstanding relevant recommendations are considered and taken on board as appropriate when developing the consecutive LTP3 Implementation Plans and implementing its schemes. For details on how the SEA/HIA/EqIA recommendations contained within the Draft Environmental Report have been incorporated/or not into the Final LTP3 please refer to the Slough LTP3 SEA Statement.

14.3 It is therefore considered that the Final LTP3 meets the range of SEA/HIA/EqIA objectives identified in the SEA Framework to a very large extent. It offers potentially significant positive effects on a number of objectives related to climate change, use of sustainable modes of transport and reduction of need to travel, air quality, noise, vibration and light pollution, biodiversity, landscape and townscape, vulnerable disadvantaged and mobility impaired, skills, health and wellbeing, road safety, crime and fear of crime and accessibility for all.

14.4 Significant adverse effects have been predicted on the SEA objective that relates to use of natural resources and production of waste and the EqIA objective concerned with the protection of the vulnerable, disadvantaged and mobility impaired to create cohesive communities. The adverse effects identified can be minimised to a satisfactory degree through the effective implementation of all requirements and interventions of LTP3 and through identified mitigation measures.

14.5 The HRA Review considered that none of the LTP3 and Interim Implementation Plan objectives, delivery packages or projects would lead to likely significant effects on the internationally designated nature conservation sites. However, a further HRA review for future implementation plans has been recommended. More details on the HRA Review are presented in a separate report.

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Appendix A - Key Sustainability Themes identified through the review of relevant plans, policies and programmes

Table A.1 – Key Sustainability Themes

Theme	Source		
	International/National	Regional	Local
Environmental			
Identify, manage and protect habitats and species which are important on a international, national and local scale	European Directive: Conservation of Natural Habitats and of Wild Flora and Fauna, European Directive: Conservation of Wild Birds Directive, EU 6th Environmental Action Programme, EU Sustainable Development Strategy, EU Rural Development Policy, Environmental Liability Directive, Action Plan on Biodiversity, EU Biodiversity Strategy, EIA Directive, Freshwater Fish Directive, Bern Convention on the Conservation of European Wildlife and Natural Habitats, Bonn Convention on the Conservation of Migratory Species of Wild Animals UK Government Sustainable Development Strategy, UK Biodiversity Action Plan, Planning for a Sustainable Future, PPS1, PPG2, PPS9, Natural Environment and Rural Communities Act, Conserving Biodiversity – The UK Approach, PSA Delivery Agreement 28, Wildlife and Countryside Act, The Conservation (Natural Habitats, &c.) Regulations, Environment Act, A Better Place to Play, Clean Neighbourhoods and Environment Act	South East Green Infrastructure Framework, Regional Economic Strategy, Regional Sustainability Framework, South East Biodiversity Strategy, Spelthorne Borough LDF, South Bucks Local Plan, Berkshire LBAP: Urban Habitat Action Plan	Slough LDF Core Strategy
Minimise the impact of noise on local communities and the environment	European Directive: Noise Directive, Environmental Liability Directive, Environmental Noise (England) Regulations, PPG24, Draft Noise Action Plans	South East Plan, South East Green Infrastructure Framework, Regional Transport Strategy, Spelthorne Borough LDF, Heathrow Airport Environmental Noise Directive Draft Noise Action Plan	Slough LDF Core Strategy
Reduce air pollution and	European Directive: Air Quality Directive, Environmental	South East Plan, South East Green	Sustainable Community

Theme	Source		
	International/National	Regional	Local
ensure air quality continues to improve	Liability Directive, EU Directive on Ambient Air Quality and Management, EU Thematic Strategy on Air Quality, National Emissions Ceiling Directive, EU Directive for the Promotion of Bio-fuels for Transport, EIA Directive, Health Effects of Transport-Related Air Pollution, Transport, Environment and Health, European Transport Policy for 2010: A Time to Decide Delivering a Sustainable Transport System, Securing the Future – UK Government Sustainable Development Strategy, Ultra-low Carbon Vehicles in the UK, Delivering a Sustainable Railway, Powering Future Vehicles Strategy, National Air Quality Strategy, PPG13, PPS23, Air Quality Regulations and The Air Quality (Amendment) Regulations, 10 Year Transport Plan, DfT Sustainable Development Action Plan, The Future of Transport White Paper, Road Traffic Reduction Act, Road Traffic Reduction (National Targets) Act	Infrastructure Framework, Regional Transport Strategy, Regional Sustainability Framework, Royal Borough of Windsor and Maidenhead Local Plan, Spelthorne Borough LDF	Strategy, Slough LDF Core Strategy, LTP2, incorporating Air Quality Action Plans
Protect and enhance the built and historic environment	EIA Directive, European Convention on the Protection of the Archaeological Heritage, UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage Securing the Future – UK Government Sustainable Development Strategy, PPG15, PPG16, Draft Heritage Protection Bill, Ancient Monuments and Archaeological Areas Act, Heritage Protection for the 21st Century: White Paper, Planning (Listed Buildings and Conservation Areas) Act, The Historic Environment: A Force for Our Future	South East Plan, South East Green Infrastructure Framework, Regional Sustainability Framework, Spelthorne Borough LDF, South Bucks Local Plan, Hillingdon LDF	Sustainable Community Strategy, Slough LDF Core Strategy
Address the causes of	EU 6th Environmental Action Programme, EU	South East Plan, South East Green	LTP2, A Walking Strategy for

Theme	Source		
	International/National	Regional	Local
climate change through reducing emissions of greenhouse gases	Sustainable Development Strategy, Kyoto Protocol to the UN Framework Convention on Climate Change, National Emissions Ceiling Directive, EU Directive for the Promotion of Bio-fuels for Transport, Strategy on Climate Change: Control Measures Through Until 2020 and Beyond, EC Green Paper on Adaptation to Climate Change in Europe, UN Framework Convention on Climate Change Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, Delivering a Sustainable Transport System, Low Carbon Transport: A Greener Future, A Carbon Reduction Strategy for Transport, Securing the Future – UK Government Sustainable Development Strategy, Ultra-low Carbon Vehicles in the UK, Delivering a Sustainable Railway, Powering Future Vehicles Strategy, Planning for a Sustainable Future, PPS1 (Supplement), PSA Delivery Agreement 27 Lead the Global Effort to Avoid Dangerous Climate Change, Carbon Pathways: Informing Development of a Carbon Reduction Strategy for Transport, Climate Change Act, Building a Low-Carbon Economy – The UK's Contribution to Tackling Climate Change, Adapting to Climate Change in England, 10 Year Transport Plan, Climate Change Bill, Building a Greener Future Towards Zero Carbon Development, The Future of Transport White Paper, Road Traffic Reduction Act, Road Traffic Reduction (National Targets) Act	Infrastructure Framework, Regional Transport Strategy, Regional Economic Strategy, Regional Sustainability Framework, Spelthorne Borough LDF	Slough
Enable adaptation to the effects of the	Water Framework Directive, Groundwater Directive, EIA	South East Plan, South East Green Infrastructure Framework, Regional	Slough LDF Core Strategy

Theme	Source		
	International/National	Regional	Local
consequences of climate change including the risk of flooding	Directive, EU Sustainable Development Strategy Securing the Future – UK Government Sustainable Development Strategy, PPS1, PPS25, A Better Place to Play	Sustainability Framework, South East Biodiversity Strategy, Spelthorne Borough LDF	
Maintain and improve the water quality of rivers and ground waters and coasts, and to achieve sustainable water resources management	Environmental Liability Directive, Water Framework Directive, Groundwater Directive, EIA Directive, EU Sustainable Development Strategy, Freshwater Fish Directive Securing the Future – UK Government Sustainable Development Strategy, PPS1, PPS9, A Better Place to Play, Water Strategy: Surface Water Drainage, Future Water	South East Plan, South East Green Infrastructure Framework, Regional Sustainability Framework	Slough LDF Core Strategy
Promote protection and enhancement of landscape and townscape character including Slough's open spaces and Green Belt and encourage sustainable use of and access to green open space	EU Sustainable Development Strategy, EU Rural Development Policy, European Landscape Convention Securing the Future – UK Government Sustainable Development Strategy, PPG17, The Countryside and Rights of Way Act, Natural Environment and Rural Communities Act, The Countryside in and Around Towns, Rural Strategy, Wildlife and Countryside Act	South East Plan, South East Green Infrastructure Framework, Regional Sustainability Framework, Spelthorne Borough LDF, Berkshire LBAP: Urban Habitat Action Plan	Rights of Way Improvement Plan, Sustainable Community Strategy, Slough LDF Core Strategy
Reduce, reuse and recycle waste	Waste Framework Directive, EIA Directive, Environmental Liability Directive, EU Sustainable Development Strategy Securing the Future – UK Government Sustainable	RPG9 – Waste and Minerals	Berkshire Unitary Authorities Joint Minerals and Waste Development Framework, Sustainable Community Strategy

Theme	Source		
	International/National	Regional	Local
	Development Strategy, PPS10, The Countryside in and Around Towns, Waste Strategy for England, National Waste Development Framework		
Increase energy efficiency, security and diversity of supply and the proportion of energy generated from renewable sources	EU Sustainable Development Strategy, Kyoto Protocol to the UN Framework Convention on Climate Change, EIA Directive Securing the Future – UK Government Sustainable Development Strategy, Planning for a Sustainable Future, PPS22	South East Plan, Regional Economic Strategy, Regional Sustainability Framework, RPG9 Energy Efficiency and Renewable Energy, Spelthorne Borough LDF, South Bucks Local Plan	
Ensure prudent use of natural resources and conserve soil resources and quality	EU Sustainable Development Strategy, EU Rural Development Policy, EIA Directive, Environmental Liability Directive Securing the Future – UK Government Sustainable Development Strategy, Planning for a Sustainable Future, Natural Environment and Rural Communities Act	South East Plan, South East Green Infrastructure Framework, Regional Economic Strategy, RPG9 – Waste and Minerals, Spelthorne Borough LDF, South Bucks Local Plan, Hillingdon LDF	Berkshire Unitary Authorities Joint Minerals and Waste Development Framework, Strategy for Inspection of Contaminated Land
Social			
Reduce the need to travel and achieve a modal shift to more sustainable transport options	EU Sustainable Development Strategy, EU Rural Development Policy, Transport, Environment and Health, Collaboration Between the Health and Transport Sectors in Promoting Physical Activity Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (TaSTS), Delivering a Sustainable Transport System (DaSTS), Delivering a Towards a Sustainable Transport System (DaSTS): Consultation on Planning for 2014 and	South East Plan, South East Green Infrastructure Framework, Regional Transport Strategy, Sustainable Communities in the South East, RPG9 Regional Economic Strategy, Berkshire Structure Plan, Royal Borough of Windsor and Maidenhead Local Plan, Spelthorne Borough LDF, South Bucks Local	Rights of Way Improvement Plan, A Walking Strategy for Slough, Slough LDF Core Strategy, Children and Young People's Plan, East Berks Obesity Strategy, LTP2

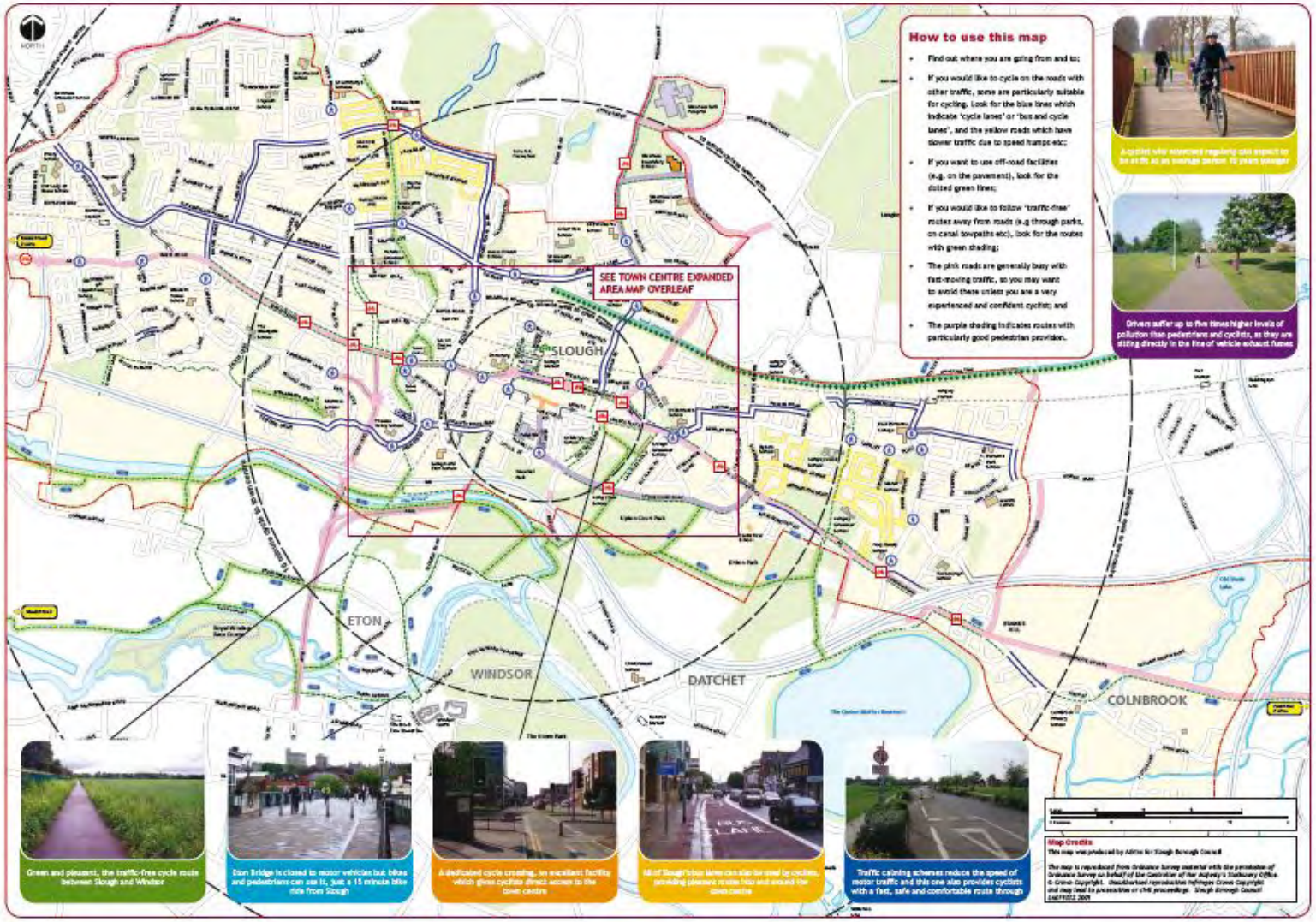
Theme	Source		
	International/National	Regional	Local
	Beyond, Securing the Future – UK Government Sustainable Development Strategy, Delivering a Sustainable Railway, PPG13, PPS4, 10 Year Transport Plan, The Future of Transport White Paper, Building Sustainable Transport into New Developments, The Countryside and Rights of Way Act	Plan, Hillingdon LDF	
Reduce deprivation and social and geographical exclusion, protecting the vulnerable, disadvantaged and mobility impaired to create cohesive communities	EU Sustainable Development Strategy, EU Rural Development Policy Securing the Future – UK Government Sustainable Development Strategy, PPS1, The Countryside in and Around Towns, Rural Strategy, Older People: Their Transport Needs and Requirements, DfT Sustainable Development Action Plan, Building Sustainable Transport into New Developments, Strong and Prosperous Communities	South East Green Infrastructure Framework, RPG9 Regional Transport Strategy, Sustainable Communities in the South East, Regional Sustainability Framework, South East Social Inclusion Statement, Spelthorne Borough LDF	Rights of Way Improvement Plan, Sustainable Community Strategy, A Walking Strategy for Slough, Slough LDF Core Strategy, Children and Young People's Plan, A Supporting People Strategy for Slough, Removing barriers to accessibility for disabled and reduced mobility people to the South East England's transport networks, LTP2, Comprehensive Equalities Plan
Promote accessibility and transport links to key services, including health, education, employment, community facilities, leisure and housing	EU Sustainable Development Strategy, EU Rural Development Policy, European Transport Policy for 2010: A Time to Decide, Disability Discrimination Act Securing the Future – UK Government Sustainable Development Strategy, PPS1, PPS4, PPG13, The Countryside in and Around Towns, Rural Strategy, DfT Sustainable Development Action Plan, Building Sustainable Transport into New Developments, Delivering a Sustainable Railway, The Countryside in and Around Towns, Rural Strategy, 10 Year Transport	South East Plan, South East Green Infrastructure Framework, RPG9 Regional Transport Strategy, Sustainable Communities in the South East, Regional Sustainability Framework, South East Social Inclusion Statement, Spelthorne Borough LDF, South Bucks Local Plan, Hillingdon LDF	Rights of Way Improvement Plan, Sustainable Community Strategy, A Walking Strategy for Slough, Slough LDF Core Strategy, Children and Young People's Plan, A Supporting People Strategy for Slough, Removing barriers to accessibility for disabled and reduced mobility people to the

Theme	Source		
	International/National	Regional	Local
	Plan, DfT Sustainable Development Action Plan, Building Sustainable Transport into New Developments		South East England's transport networks, LTP2, Comprehensive Equalities Plan
Improve road safety, safety for all travellers, reduce crime and fear of crime	EU Sustainable Development Strategy Securing the Future – UK Government Sustainable Development Strategy, PPG13, Child Road Safety Strategy, DfT Sustainable Development Action Plan, Road Safety Act	South East Green Infrastructure Framework, RPG9 Regional Transport Strategy, Sustainable Communities in the South East, Spelthorne Borough LDF, South Bucks Local Plan	Rights of Way Improvement Plan, Sustainable Community Strategy, A Walking Strategy for Slough, Slough LDF Core Strategy, Children and Young People's Plan, Removing barriers to accessibility for disabled and reduced mobility people to the South East England's transport networks, LTP2, Comprehensive Equalities Plan
Improve the health and well being of the population and reduce inequalities in health	European Directive: Noise Directive, EU Sustainable Development Strategy, Health Effects of Transport-Related Air Pollution, Transport, Environment and Health, Collaboration Between the Health and Transport Sectors in Promoting Physical Activity, EU Health Strategy Securing the Future – UK Government Sustainable Development Strategy, PPS1, PPG13, PPG17, The Countryside in and Around Towns, Air Quality Regulations and The Air Quality (Amendment) Regulations, Health is global (UK Health Strategy)	South East Green Infrastructure Framework, RPG9 Regional Transport Strategy, Sustainable Communities in the South East, Regional Sustainability Framework, South East Social Inclusion Statement, Spelthorne Borough LDF	Rights of Way Improvement Plan, Sustainable Community Strategy , A Walking Strategy for Slough, Slough LDF Core Strategy, Children and Young People's Plan, East Berks Obesity Strategy, A Supporting People Strategy for Slough, LTP2, Comprehensive Equalities Plan

Appendix B - Baseline Information

B.1 Socio-Economic Baseline

Figure B.1 – Cycling and Walking Map of Slough (SEA, HIA, EqIA)



Borough Boundary

Cycle lane or 'bus and cycle' lane; these facilities are on the carriageway

Shared path (adjacent to the carriageway shared between pedestrians and cyclists)

'Traffic-free' path (away from roads e.g. through parks or along canal towpaths)

National Cycle Network; part of the official 'NCN' comprising quiet or 'traffic free' routes suitable for unaccompanied 12 year old's

Canal towpath; cycling is permitted although cyclists should have permits which can be obtained at this website; http://www.waterscape.com

Higher speed or busier roads; most have speed limits of at least 40mph so are suitable only for the most experienced or confident cyclists

'Traffic-calmed' routes; roads with chicanes or speed humps/cushions, these reduce the speed of motor vehicles and can therefore provide a pleasant environment for cycling

Walking route; these are high-quality walking routes with clear signs and an attractive walking environment

One-way street

Toucan crossing (for pedestrians and cyclists)

Pelican crossing (for pedestrians)

Covered cycle parking

Table B.1 – Socio-Economic Baseline Data

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
Deprivation							
% of working age population who are claiming job seekers allowance	Slough 2009: 3.9%		No target identified	Slough 2008: 2.1% 2007: 2.7% 2006: 2.5% 2005: 2.9% 2004: 2.8% 2003: 3.2% 2002: 2.5% 2001: 2.3%	The number of job seekers allowance claimants in Slough has fluctuated. It was higher in 2009, most likely as a result of the global economic slowdown.	SEA: Population EqIA	SBC Annual Monitoring Report 2008/09
Percentage of children aged under 16 in workless households (a workless household is a household containing at least one man aged 16 to 64 or woman aged 16 to 59, where none of the adults over 16 are working)	Slough 2008: 18.6%	South East 2008: 11.3%	No target identified	Slough 2007: 15.1% 2006: 12.3% 2005: 15.1% 2004: 16.6% South East 2007: 9.6% 2006: 10.0% 2005: 9.7% 2004: 9.6%	The proportion of children in workless households has fluctuated since 2004 but is consistently higher than that observed for the South East of England.	SEA: Population EqIA	Annual Population Survey household datasets http://www.statistics.gov.uk/downloads/theme_labour/children-workless-households.xls

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
Indices of Multiple Deprivation	Index of Multiple Deprivation (IMD) ranking out of 354 districts in England. Ranking number 1 is the least deprived. Slough IMD 2007: 115 In 2007, 6% of Slough's population lived in the 20% most deprived area of England.	The South East of England had the lowest proportion of Super Output Areas for any English region falling within the most deprived 20% and 10% nationally. In 2007, 20% of England's population lived in the 20% most deprived area of England.	No target identified	Slough IMD: 2004: 129 2000: 107 In 2006, 6% of Slough's population lived in the 20% most deprived area of England.	Slough's deprivation ranking has fluctuated over the past decade. However, Slough is consistently within the least deprived half of England's districts, and 6% of Slough's population lived in the 20% most deprived areas of England in both 2007 and 2006.	SEA: Population EqIA HIA	SBC Annual Monitoring Report 2008/09, IMD, SEERA IMD in the South East report 2005, Slough Health Profiles 2009 and 2006
Average household income	The average household income in Slough in 2008/09 was £4956 a week. Median annual income of full time employees in Slough in 2007: Male: £27,639 Female: £21,939	April 2008 the median gross earnings for fulltime employees on adult rates: South East: £27,196 UK: £24,908	No target identified	Median annual income of full time employees in Slough: Male: 2006: £25,769 2005: £25,064 2004: £24,222 2003: £23,264 2002: £22,435 2001: £21,762 Female: 2006: £20,131	Slough's average weekly household income is below the South East average but just above the national average. Median earnings for both males and females in Slough have increased since 2002, as have average median earnings across the UK.	SEA: Population, Material Assets EqIA	SBC Annual Monitoring Report 2008/09, ONS Regional Profile

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
				2005: £19,442 2004: £18,551 2003: £17,567 2002: £16,973			
Unemployment	The unemployment rate in 2008/09 was 6.65 %.	Unemployment rate in the second quarter of 2008: South East: 4.2% UK: 5.4% Slough's unemployment rate in 2008/09 and 2007/08 was the highest of the Berkshire authorities.	No target identified	The unemployment rate in 2007/08 was 6.8 %.	Slough's unemployment rate is historically the highest in Berkshire and higher than that observed in both the South East of England and the UK.	SEA: Population, Material Assets EqIA	SBC Annual Monitoring Report 2008/09, ONS Regional Profile
Population							
Total population	Population predictions carried out by the Greater London Authority (GLA) estimate that Slough population was approximately 126,000 in 2008.	Mid-2007 population: - England: 51,092,000 - South East: 8,308,700 Between 2001 and 2007 the population of the South East increased by 3.6 per cent (285,000), faster than the UK as a whole at 3.1 per cent. It is projected the region will have 9.5 million residents by 2026, a 16 per cent increase on	No target identified	Slough mid-2007 estimate: 120,100 Slough 2001: 119,067 Slough's population is predicted to rise further. *% population change 2001-*	Slough's population increased between 2001 and 2008 and is projected to rise further. This is likely to increase pressure on services, facilities, utilities and infrastructure required to support this population.	SEA: Population	SBC Annual Monitoring Report 2008/09, 2001 Census, ONS Regional Profile, Slough Health Profile 2009

<table>
<tr><th>Indicator</th><th>Quantified Data for Slough</th><th>Comparator</th><th>Targets</th><th>Current Trends</th><th>Issue/Opportunity Identified</th><th>SEA topic; relevance to HIA and EqIA</th><th>Source</th></tr>
<tr><td></td><td></td><td>2006, above the UK rate of 14 per cent.</td><td></td><td>2006:
- England: 2.59%

% population change 1997-2007:
- South East: 5.8%
- UK: 4.6%</td><td></td><td></td><td></td></tr>
<tr><td>Percentage of population by gender</td><td>2001:
<table><tr><td></td><td>Slough %</td></tr><tr><td>Males</td><td>49.8</td></tr><tr><td>Females</td><td>50.2</td></tr></table></td><td>2001:
<table><tr><td></td><td>South East %</td><td>England %</td></tr><tr><td>Males</td><td>48.8</td><td>48.7</td></tr><tr><td>Females</td><td>51.2</td><td>51.3</td></tr></table></td><td>No target identified</td><td>No trend data identified</td><td>No significant issue identified.</td><td>SEA: Population

EqIA</td><td>2001 Census</td></tr>
<tr><td>Percentage of population by age</td><td>2001:
<table><tr><td></td><td>Slough %</td></tr><tr><td>0-4</td><td>6.9</td></tr><tr><td>5-7</td><td>4.2</td></tr><tr><td>8-9</td><td>2.9</td></tr><tr><td>10-14</td><td>7.0</td></tr><tr><td>15</td><td>1.4</td></tr><tr><td>16-17</td><td>2.6</td></tr></table></td><td>2001:
<table><tr><td></td><td>South East %</td><td>England %</td></tr><tr><td>0-4</td><td>5.91</td><td>5.96</td></tr><tr><td>5-7</td><td>3.73</td><td>3.74</td></tr><tr><td>8-9</td><td>2.59</td><td>2.61</td></tr><tr><td>10-14</td><td>6.46</td><td>6.57</td></tr><tr><td>15</td><td>1.24</td><td>1.27</td></tr><tr><td>16-17</td><td>2.47</td><td>2.51</td></tr></table></td><td>No target identified</td><td>No trend data identified</td><td>The proportion of residents of Slough who are aged less than 18 is higher than that experienced both regionally and nationally (25%, 22.4% and 22.7% respectively)</td><td>SEA: Population

EqIA</td><td>Audit Commission Profile, 2001 Census, ONS Regional Profile</td></tr>
</table>

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
	18-19 2.4 20-24 7.3 25-29 9.5 30-44 24.9 45-59 15.8 60-64 3.5 65-74 6.4 75-84 4.0 85-89 0.8 90 and over 0.4	18-19 2.34 2.4 20-24 5.77 6.01 25-29 6.25 6.65 30-44 22.6 22.65 45-59 19.46 18.88 60-64 4.82 4.87 65-74 8.36 8.35 75-84 5.8 5.6 85-89 1.44 1.3 90 and over 0.75 0.64 In 2007, 16.6 per cent of residents in the South East were aged 65 and over, compared with 16.0 per cent for England as a whole.					
Population Density (people per hectare)		Slough has the third highest population density within the South East of England, and the highest overcrowding indicator rating (16.9% this compared to 7% on average for England and Wales).	No target identified	No trend data identified	Population density in Slough is higher than that observed on average across the South East of England. This is attributed to a high average household size.	SEA: Population EqIA	Audit Commission Profile , ONS Regional Profile, Slough LTP 2001-2006

<table>
<tr><th>Indicator</th><th>Quantified Data for Slough</th><th>Comparator</th><th>Targets</th><th>Current Trends</th><th>Issue/Opportunity Identified</th><th>SEA topic; relevance to HIA and EqIA</th><th>Source</th></tr>
<tr><td></td><td></td><td>Population density in Slough is 10% higher than Reading.</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Ethnicity</td><td>2001
Slough:
<table><tr><th>Ethnic Group</th><th>%</th></tr><tr><td>White: British</td><td>58.3</td></tr><tr><td>White: Irish</td><td>2.09</td></tr><tr><td>White: Other</td><td>3.29</td></tr><tr><td>Indian</td><td>14.04</td></tr><tr><td>Pakistani</td><td>12.06</td></tr><tr><td>Bangladeshi</td><td>0.14</td></tr><tr><td>Other Asian</td><td>1.7</td></tr><tr><td>Black Caribbean</td><td>2.91</td></tr><tr><td>Black African</td><td>1.91</td></tr><tr><td>Other Black</td><td>0.24</td></tr><tr><td>Chinese /other</td><td>0.96</td></tr></table>
Asylum seekers in receipt of subsistence only support (1)(2)(3), by Local Authority and</td><td>2007:
<table><tr><th>Ethnic Group</th><th>South East (%)</th><th>England (%)</th></tr><tr><td>White: British</td><td>91.3</td><td>86.99</td></tr><tr><td>White: Irish</td><td>1.03</td><td>1.27</td></tr><tr><td>White: Other</td><td>2.77</td><td>2.66</td></tr><tr><td>Indian</td><td>1.12</td><td>2.09</td></tr><tr><td>Pakistani</td><td>0.73</td><td>1.44</td></tr><tr><td>Bangladeshi</td><td>0.19</td><td>0.56</td></tr><tr><td>Other Asian</td><td>0.29</td><td>0.48</td></tr><tr><td>Black Caribbean</td><td>0.34</td><td>1.14</td></tr><tr><td>Black African</td><td>0.31</td><td>0.97</td></tr><tr><td>Other Black</td><td>0.06</td><td>0.19</td></tr></table></td><td>No target identified</td><td>The Slough Race Equality Council have “noted a sharp rise in the number of refugees and asylum
seekers during the past few years… Such
communities include people coming from countries such as:
Afghanistan, Albania, Algeria, Angola, Burundi, Cameroon, China,
Colombia, Congo-Brazzaville, DR Congo, Czech Republic, Ecuador,
Eritrea, Ethiopia, India, Iran, Iraq, Ivory Coast, Kenya, Kosovo, Nigeria,</td><td>The proportion of Slough residents who are White British in ethnicity is significantly lower than for both the South East of England, with the majority of non-White British residents being Indian or Pakistani. A recent increase in refugees and asylum seekers should also be taken into consideration. Figures for these members of the community may be unreliable as these people may have previously had difficulty with the authorities and therefore may not participate in census type surveys.</td><td>SEA: Population

EqIA</td><td>SBC Annual Monitoring Report 2008/09, 2001 Census,

Slough Race Equality Council, Analysis of demographic
http://www.zen99662.zen.co.uk/id/resources/DemographicsSummary.pdf

CONTROL OF IMMIGRATION: QUARTERLY STATISTICAL SUMMARY,
UNITED KINGDOM
JULY – SEPTEMBE</td></tr>
</table>

<table>
<tr><th>Indicator</th><th>Quantified Data for Slough</th><th>Comparator</th><th>Targets</th><th>Current Trends</th><th>Issue/Opportunity Identified</th><th>SEA topic; relevance to HIA and EqIA</th><th>Source</th></tr>
<tr><td></td><td>UK Government Office Region as at the
end of September 2009:
Slough: 40</td><td><table><tr><td>Chinese /other</td><td>0.78</td><td>0.89</td></tr></table>
Asylum seekers in receipt of subsistence only support (1)(2)(3), by Local Authority and UK Government Office Region as at the
end of September 2009:

South East: 350
UK: 4,900</td><td></td><td>Pakistan, Poland, Romania, Russia, Rwanda, Sierra Leone, Somalia,
Sri Lanka, Sudan, Turkey, Uganda, Ukraine, Yugoslavia, Zimbabwe.”</td><td></td><td></td><td>R 2009
http://www.homeoffice.gov.uk/rds/pdfs09/immig309.pdf</td></tr>
<tr><td>Residents by religion</td><td>2001:
<table><tr><th></th><th>Slough (%)</th></tr><tr><td>Christian</td><td>53.75</td></tr><tr><td>Buddhist</td><td>0.25</td></tr><tr><td>Hindu</td><td>4.48</td></tr><tr><td>Jewish</td><td>0.12</td></tr><tr><td>Muslim</td><td>13.35</td></tr><tr><td>Sikh</td><td>9.09</td></tr><tr><td>Other religion</td><td>0.3</td></tr><tr><td>No</td><td>10.97</td></tr></table></td><td>2001:
<table><tr><th></th><th>South East (%)</th><th>England (%)</th></tr><tr><td>Christian</td><td>72.78</td><td>71.74</td></tr><tr><td>Buddhist</td><td>0.28</td><td>0.28</td></tr><tr><td>Hindu</td><td>0.56</td><td>1.11</td></tr><tr><td>Jewish</td><td>0.24</td><td>0.52</td></tr><tr><td>Muslim</td><td>1.36</td><td>3.1</td></tr><tr><td>Sikh</td><td>0.47</td><td>0.67</td></tr><tr><td>other</td><td>0.36</td><td>0.29</td></tr></table></td><td>No target identified</td><td>No trend data identified</td><td>Slough had a significantly higher percentage of Sikh, Muslim and Hindu residents than in the South East and England in 2001.</td><td>SEA: Population

EqIA</td><td>ONS 2001 Census</td></tr>
</table>

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
	religion Not stated 7.7	religion No religion 16.5 14.59 Not stated 7.46 7.69					
Household number and average size	There are around 47,000 dwellings in Slough. The dwelling stock in Slough is predominantly made up of traditional two or three bedroom houses with few high-rise blocks. Slough 2008-09 completions: 632	*2001:* - Total number of households: England: 24,479,439 - Average household size: England: 2.36	South East Plan target of 6300 new homes between 2006 and 2026 (annualised average of 315 dwellings per annum)	Slough dwelling completions: 2007-08: 836 2006-07: 421 2005-06: 393 2004-05: 841 2003-04: 340 2002-03: 196 2001-02: 461 2000-01: 490	The number of dwelling completions in Slough fluctuates greatly each year. However since 2000 the number of dwelling completions each year has been greater than the average annualised number of completions required to meet South East Plan targets, except for in 2002-03.	SEA: Population EqIA	SBC Annual Monitoring Report 2008/09, South East Plan 2009
Proportion of housing completions which are affordable	Slough affordable completions as a proportion of total completions: 2008/09: 47%		Slough Core Strategy requires between 30 and 50% or dwellings to be socially rented. South East Plan requires 25% of new housing to be socially rented and a further 10% other forms of affordable housing.	Slough affordable completions as a proportion of total completions: 2007/08: 32% 2006/07: 30% 2005/06: 39% 2004/05: 24%	The proportion of affordable completions in Slough fluctuates but has generally increased since 2004/05. It has generally met the affordable housing target set out in the Slough Core Strategy.	SEA: Population EqIA	SBC Annual Monitoring Report 2008/09, SBC Core Strategy, South East Plan 2009

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
Health specific							
Average life expectancy at birth	Slough 2006-08: Females: 82.6 Males: 77.7	*2005-07:* South East: - Females: 85.7 - Males: 83.2 UK: - Females: 85.0 - Males: 82.3 *2003-05* England & Wales: - Females: 81.14 - Males: 76.7	National targets for England & Wales by 2010: Males: 78.6 Females: 82.5	Slough Females: 2005-2007: 82.3 2004-2006: 81.6 2003-2005: 80.7 2002-2004: 80.5 2001-2003: 80.2 2000-2002: 79.9 1999-2001: 79.5 Slough Males: 2005-2007: 77.9 2004-2006: 77.5 2003-2005: 77.3 2002-2004: 76.2 2001-2003: 75.4 2000-2002: 75.5 1999-2001: 75.3 England & Wales: *2001-2003* Males: 76.1 Females: 80.7	The life expectancy of both males and females in Slough has increased year on year since 1999 but is consistently lower than that observed in the South East of England and across the UK.	SEA: Human Health, Population HIA	SBC Annual Monitoring Report 2008/09, ONS Regional Profile
Proportion of population	*2001:*	*2001:*	No target data identified	No trend data available	The proportion of residents who consider	SEA: Human	SBC Annual Monitoring Report

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
with self-assessed health	Slough: - Good: 70% - Fairly Good: 22% - Not Good: 8%	South East of England: - Good: 72% - Fairly Good: 21% - Not Good: 7% England: - Good: 69% - Fairly Good: 22% - Not Good: 9%			their health to be good or fairly good is broadly similar to that of South East of England and England.	Health, Population HIA	2008/09, ONS, 2001 Census data
Mortality rates (per 100,000 population)	Slough 2008: Cancer: 92 Accidents: 49 Slough 2003-07: All causes: 602.7 Circulatory diseases: 216.6 Cancers: 162.6 Respiratory diseases: 86.9 Digestive diseases: 37.7 Mental and behavioural disorders: 5.8 Nervous system diseases: 12.6	Over the last ten years, all age all cause mortality has decreased for men and women in Slough and is now similar to the England average South East 2003-07: All causes: 547.6 Circulatory diseases: 184.1 Cancers: 168.3 Respiratory diseases: 64.9 Digestive diseases: 27.0 Mental and behavioural	No target data identified	No trend data available	The average mortality rate for Slough between 2003 and 2007 was significantly higher than that observed for the South East of England. In particular, mortality caused by circulatory diseases was notably higher than for the South East but mortality from mental and behavioural disorders was notably lower than the regional average.	SEA: Human Health, Population HIA	SBC Annual Monitoring Report 2008/09, Slough Health Profile 2009, South East England Health Inequalities Gap Measurement Tool http://www.sepho.org.uk/gap_intro.aspx

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
	Genitourinary system diseases: 12.0 External causes: 27.3 Infections and parasitic diseases: 8.2	disorders: 14.1 Nervous system diseases: 17.7 Genitourinary system diseases: 9.7 External causes: 23.4 Infections and parasitic diseases: 6.2					
Percentage of people with a limiting long term illness	*2001:* - England: 14.29%	*2001:* - South East of England: 15.47% - England: 17.9%	No target identified	*1991:* - England: 11.2%	The proportion of residents of Slough with long term limiting illnesses in 2001 was lower than for the South East of England and significantly lower than for England. The proportion with long term illness has increased in England since 1991 and a similar increase is likely to be observed in Slough.	SEA: Human Health, Population HIA	Slough Health Profiles 2009 and 2008
People with a long term disability	*The percentage of households in Slough with one or more persons living with a limiting long-term disability stands at 14% (2001 Census)*			*Local survey by the Community Team for People with Learning Disability 2000-01 estimated that there were 444 people with a moderate, severe*	The percentage of households with disabilities (14%) is relatively high when compared to regional peers. This issue was particularly acute amongst the working age population in		Slough Sustainable Community Strategy http://www.slough.gov.uk/documents/community-strategy.pdf Slough Supporting

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
				and profound disability. BVR of Learning Disability Day Services compared local data to national prevalence rates and indicated a higher average prevalence of disability in Slough at 476 people.	the more deprived wards, such as Foxborough, Baylis and Stoke and Chalvey. Of the 299 children with an identified learning disability, 50%with severe disability and 32% with a moderate disability are from the Pakistan community. (Source Education Dept, Special Needs Data, 2002)		People Strategy http://www.slough.gov.uk/documents/sp-strategy.pdf
Adult participation in sport	*Physically active adults, Slough::* 2007-08: 7.9%	*Physically active adults, England:* 2007-08: 10.8%	No target identified	*Physically active adults, 2004-05:* Slough: 11.1% England: 11.6	The proportion of physically active adults in Slough decreased significantly between 2004-05 and 2007-08 and is now below the average for England.	SEA: Human Health, Population HIA	Slough Health Profiles 2009 and 2008
Obesity	Percentage of obese school children in reception year 2007/08 Slough: 10.5%	Percentage of obese school children in reception year 2007/08 England: 9.6%		Percentage of obese school children in reception year 2006/07: Slough: 10.1% England: 9.9%		SEA: Human Health, Population HIA	Slough Health Profiles 2009 and 2008

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
Physically active children	Proportion of 5-16 year olds who spent at least 2 hours per week on high quality PE and school sport 2007/08 Slough: 87.0 %	Proportion of 5-16 year olds who spent at least 2 hours per week on high quality PE and school sport 2007/08 England: 90.0%	No target identified	Proportion of 5-16 year olds who spent at least 2 hours per week on high quality PE and school sport 2006/07 Slough: 93.6 % England: 85.7%	The proportion of 5-16 year olds who spend at least 2 hours per week on physical activity in Slough dropped by almost 7% between 2006/07 and 2007/08. Over the same period, the proportion across England increased. The proportion in Slough in 2007/08 was below that observed in England.	SEA: Human Health, population HIA	Slough Health Profiles 2009 and 2008
Provision of strategic public open space per 1,000 population	2005/06 Slough: 2.37 ha of public open space (including play space)		National Playing Fields Association minimum standard of outdoor play space: 2.4 ha/ 1,000 people.	No trend data identified	The amount of open space provided within Slough is insufficient, and compares poorly with National Playing Fields Association minimum standards.	SEA: Human Health, Population EqIA HIA	SBC Core Strategy SAR
Crime							
Percentage of residents who feel fairly safe or very safe outside during the day	Slough 2007: 90%	*2006-07* National Average: 97.24	No target identified	Slough 2004: 78%	The proportion of residents who felt safe in Slough during the daytime increased between 2004 and 2007 but is lower than the national average.	SEA: Human Health, Population EqIA	SBC Annual Monitoring Report 2008/09

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
						HIA	
Percentage of residents who feel fairly safe or very safe outside after dark	Slough 2007: 41%	National Average: 2005-06: 70.18%	No target identified	Slough: 2006: 29% 2004: 28% National Average: 2003-04: 70.54%	The proportion of residents who felt safe in Slough during after dark increased between 2004 and 2007 but is significantly lower than the national average.	SEA: Human Health, Population EqIA HIA	SBC Annual Monitoring Report 2008/09
Number of recorded crimes per 1,000 people	Slough 2008/09: Violent crime: 31 Domestic burglaries: 26 Vehicle related crime: 28	Rates of recorded violence against the person, theft of or from a vehicle and burglary were lower than any other region. *2003-04 England and Wales*: Vehicle crimes: 16.9 per 1,000	No target identified	Slough 2007/08: Violent crime: 32 Domestic burglaries: 27 Vehicle related crime: 32 Slough 2006/07: Violent crime: 35 Domestic burglaries: 29 Vehicle related crime: 34 Slough 2005/06: Violent crime: 28 Domestic burglaries: 29	The number of violent crimes, domestic burglaries and vehicle related crimes per 1,000 population has decreased overall since 2004. Overall, crime levels in the South East are lower than other regions in the UK. However, the rate of vehicle crimes was higher than that observed in England and Wales in 2003-04	SEA: Human Health, Population EqIA HIA	SBC Annual Monitoring Report 2008/09, British Crime Survey

<table>
<tr><th>Indicator</th><th>Quantified Data for Slough</th><th>Comparator</th><th>Targets</th><th>Current Trends</th><th>Issue/Opportunity Identified</th><th>SEA topic; relevance to HIA and EqIA</th><th>Source</th></tr>
<tr><td></td><td></td><td></td><td></td><td>Vehicle related crime: 27

Slough 2004/2005:
Violent crime: 28
Domestic burglaries: 38
Vehicle related crime: 33</td><td></td><td></td><td></td></tr>
<tr><td colspan="8">Transport, Connectivity and Accessibility</td></tr>
<tr><td>Modes of transport used to travel to work by the resident population</td><td>2001:
<table><tr><th></th><th>Slough (%)</th></tr><tr><td>Metro</td><td>0.53</td></tr><tr><td>Train</td><td>4.65</td></tr><tr><td>Bus</td><td>4.4</td></tr><tr><td>Motorcycle</td><td>0.89</td></tr><tr><td>Car driver</td><td>60.98</td></tr><tr><td>Car passenger</td><td>6.79</td></tr><tr><td>Taxi</td><td>0.84</td></tr><tr><td>Bicycle</td><td>2.93</td></tr><tr><td>Foot</td><td>10.33</td></tr></table></td><td>2001:
<table><tr><th></th><th>South East (%)</th><th>England (%)</th></tr><tr><td>Metro</td><td>0.23</td><td>3.16</td></tr><tr><td>Train</td><td>5.63</td><td>4.23</td></tr><tr><td>Bus</td><td>4.35</td><td>7.51</td></tr><tr><td>Motorcycle</td><td>1.12</td><td>1.11</td></tr><tr><td>Car driver</td><td>59.18</td><td>54.92</td></tr><tr><td>Car passenger</td><td>5.65</td><td>6.11</td></tr><tr><td>Taxi</td><td>0.41</td><td>0.52</td></tr></table></td><td>No targets identified</td><td>No trend data available</td><td>The modes of transport used by Slough residents to travel to work broadly reflect those of South East England. However, a larger proportion drive and a smaller proportion use the bus and metro, underground or light rail than in England as a whole. The lack of use of public transport in Slough is a key issue.</td><td>SEA: Human Health, Population

HIA</td><td>ONS 2001 Census</td></tr>
</table>

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
	Other 0.35	Bicycle 3.07 2.83 Foot 9.91 9.99 Other 0.5 0.46					
Distance travelled to work by the resident population	In 2001, the average distance travelled by residents of Slough to their place of work was 10km.	In 2001, the average distance travelled by residents to their place of work was 14.89km for the East of England and 13.31 for England as a whole.	No targets identified	No trend data available	On average, residents of Slough travel less far to their place of work than for the East of England or England.	SEA: Human Health, Population HIA	ONS 2001 Census
Commuters	In 2008/09, approximately 40,000 people commute from outside the Borough to work in Slough and approximately 23,000 Slough residents travel outside the Borough to work. Around 3,000 of Slough residents work at Heathrow Airport.		No targets identified	No trend data available	The high level of commuting into and out of the Borough, elevating congestion at peak hours.	SEA: Human Health, Population HIA	SBC Annual Monitoring Report 2008/09
Traffic growth	DfT local road data for area-wide traffic levels in 2008 are not yet available but the combined local road/ trunk road data shows that the level	The NRTE suggest that traffic on the motorways that pass through Slough has increased broadly in line with the South East average for the trunk road network	No target identified	Data from the DfT National Road Traffic Estimates (NRTE) suggests that overall road traffic in the Borough totalled	Traffic growth in Slough is projected to decline in the near future, based on combined local data trends and economic trends.	SEA: Human Health, Population HIA	Slough Local Transport Plan 2001-2006 LTP2 Progress Review

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
	dropped 1.3% between 2007 and 2008 The combined figure published at the end of June 2009 shows a decline from 913m to 901m veh kms.	(2.6%), with a drop between 2004 and 2006 followed by a sharp climb from 2006 to 2007. The 1.3% drop (between 2007 and 2008) was similar to Bracknell Forest, greater than the -1.22% average for the South East and the -0.46% for Bucks but less than the -2.6% for Windsor & Maidenhead. The Road Traffic Reduction Report of December 2008 shows total AADT flows in Slough decreasing by 2.4% between 2006 and 2007/08 illustrating that there remain differences between DfT area-wide and locally collected traffic data.		913 million vehicle kilometres in 2007, up from 884 in 2004. Traffic growth on the local road network was 7.4% in that 3-year period			LTP2 Progress Report 2008/09
Traffic volume (Area wide vehicle kilometres (excluding trunk roads)	2008: 415m		LTP2 target: 2020/2021 413 million	2007: 420m 2006: 413m 2005: 411m 2004: 391m	The number of vehicle kilometres travelled each year in slough increased between 2004 and 2007. However a small reduction on 2007 levels was observed in 2008.	SEA: Human Health, Population HIA	SBC Annual Monitoring Report 2008/09, Slough LTP2 2006 – 2011

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
Changes in peak period traffic flow to urban centres: number of vehicles entering Slough Town Centre during the am peak	*Slough:* 2007/08: 31,664		Slough LTP2 target: 2020/21: 30,000	*Slough:* 2006/07: 30,122 2005/06: 31,332 2004/05: 29,969 2003/04: 29,655 2002/03: 31,813 2001/02: 29,240	The number of vehicles entering Slough Town Centre has increased overall since 2001/02. However, this increase is characterised by significant fluctuations.	SEA: Population	SBC Annual Monitoring Report 2008/09, Slough LTP2 2006 – 2011
Annual bus journeys from Slough on airport bus services	The number of passengers using Heathrow bus services reached almost 2.7m in 2008/09		2010/11 target: 67% Slough LTP2 target: 2020/21: 2500 thousand	*Slough (millions of bus journeys):* 2007/08: 1945 2006/07: 1771 2004/05: 1713 2003/04: 1597 2002/03: 1386	The number of airport bus journeys taken in Slough has more than doubled since 2002/03 and, in 2008/09, exceeded the AMR target for 2010/11.	SEA: Population	SBC Annual Monitoring Report 2008/09, Slough LTP2 2006 – 2011 LTP2 Progress Report 2008/9
Proportion of the population living within 45 minutes of Heathrow Airport by bus	2008/9 63%			2006/7: 60%			
Local bus passenger journeys originating in	Slough: 2006/07: 4,326,200 bus passenger		Slough target: 2020/21: 5000 thousand bus	Slough: 2004/2005: 3,941,000	The number of bus passenger journeys in Slough has increased	SEA: Population	Slough Local Transport Plan 2001–2006

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
the authority area	journeys		passenger journeys	2003/2004: 3,847,000 2005/2006: 3,973,000 bus passenger journeys	since 2003.		Delivery Report, Slough LTP2 2006 – 2011
Rail Patronage	2008/9 Slough 6,022,064 (previously 5.95m);	2008/9 Burnham 917,630 (0.88m); Langley 653,345 (0.58m). Total 7,593,039 (7.05m)					LTP2 Progress Report 2008/9
Buses running on time: % of services departing in window of 1 minute early and 5 minutes late	Slough: 2008/09: 81%		Slough LTP2 target: 2020/21: 95%	*Slough:* 2007/08: 77% 2006/07: 75% 2005/06: 82% 2004/05: 82%	The proportion of buses running on time in 2008/09 was higher than that observed in 2006-08 but lower than that observed in 2004/05.	SEA: Population	SBC Annual Monitoring Report 2008/09, Slough LTP2 2006 - 2011
Accessible Public Transport	Slough and Maidstone West are the only two hubs in the South East which are presently classified as inaccessible.		Number of Accessible Buses: 100% of fleet (from May 2008) Number of Accessible Routes: 16 (100% of First services from May 2008)		*The fact that Slough is not able to offer accessible rail services is significant as they will need to act as key transport hubs when Olympic events are held at Eton Dorney in 2012.*		Removing barriers to accessibility for disabled and reduced mobility people to the South East England's transport networks http://www.southeast-

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
							ra.gov.uk/documents/transport/removing_barriers_to_accessibilty-april08.pdf
Number of cycling trips	*Number of cyclists (at 9 count sites) in Slough:* 2005/08:1983		Slough LTP2 target: 2020/21: 3000 SBC AMR target: 5% annual increase relative to average 2002-05	*Number of cyclists (at 9 count sites) in Slough:* 2004/07: 1976 2003/06: 1992 2002/05: 2018	The number of cyclists observed at 9 count sites in Slough has remained roughly constant since 2002/05 and did not achieved the AMR target in any of those years for which there is data.	SEA: Human Health, Population HIA	SBC Annual Monitoring Report 2008/09, Slough LTP2 2006 - 2011
Number of walking trips (annualised index): walking trips across town centre locations (9 sites)	2007: approximately 20,000		LTP2 target: 2020/21: 31,979	Actual numbers of walking trips have remained around 20,000 between 2002 and 2007, with the exception of 2005, where approximately 25,000 trips were counted.	The LTP2 seeks to significantly increase the number of walking trips which should decrease the current negative effects of congestion and high traffic volumes on population health and the environment.	SEA: Human Health, Population HIA	Slough LTP2 2006 – 2011 LTP2 Progress Report
Car ownership	*2001* Slough: 23.20% of households do not have a car or van. Slough: 44.72% of households have 1 car or van.	*2001* South East of England: 19.43% of households do not have a car or van. South East of England: 42.62% of households	No target identified	Car ownership is observed to have grown by approximately 30% between 1990 and 2000. Recent growth in car ownership is	The proportion of households in Slough in 2001 which did not have a car or van was higher than that observed for the South East of England but lower than that observed for England. The	SEA: Population EqIA HIA	Slough LTP 2001 – 2006, ONS 2001 Census data

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
		have 1 car or van. *2001* England: 26.84% of households do not have a car or van. England: 43.69% of households have 1 car or van.		likely to have been more.	proportion of households with one van or car was broadly similar to that observed regionally and nationally.		
Compliance with car parking standards	Slough 2008/09: 97% of the total completed non-residential floorspace complied with the Local Plan for Slough car parking standards.		No target identified	Slough of the total completed non-residential floorspace complied with the Local Plan for Slough car parking standards: 2007/08: 100% 2006/07: 99%	The proportion of non-residential developments which complied with Local Plan car parking standards in 2008/09 was very high but was lower than that observed in previous years.	SEA: Population, Material Assets	SBC Annual Monitoring Report 2008/09
Satisfaction with the High Street as a place to visit	Slough 2004/05: 50%		Slough LTP2 target: 2020/21: 70%	No trend data identified	Half of visitors to Slough are satisfied with the quality of the High Street. This is an undesirably low proportion.	SEA: Population	Slough LTP2 2006-2011
Percentage of residents satisfied with their neighbourho	Slough 2007: Satisfied: 82% Dissatisfied: 9%		No target identified	Slough 2006: V. Satisfied: 29% Fairly satisfied: 49%	The proportion of residents who are satisfied with their neighbourhoods has remained constantly	SEA: Population HIA	SBC Annual Monitoring Report 2008/09

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
od as a place to live				Slough 2005: V. Satisfied: 27% Fairly satisfied: 49% Slough 2004: V. Satisfied: 24% Fairly satisfied: 48%	relatively high.		
Percentage length of footpaths and rights of way which are easy to use	Slough, 2004/05: 77% of rights of way that are easy to use by the general public.		Slough LTP2 target: 2020/21: 95% of rights of way that are easy to use by the general public.	No trend data available	Slough's footpaths and rights of way are considered to be in good condition. However their ease of use is undesirably low.	SEA: Population, Material Assets HIA	Slough Local Transport Plan 2001–2006 Delivery Report, Slough LTP2 2006-2011
Percentage of the footway network which may require repair	2007/08:14%		Slough LTP2 target: 2020/21: 5% DfT target of 25% of footpaths being in good condition.	Slough 2003/04: 44% 2006/07: 41%	The proportion of footway network which should be considered for structural maintenance has greatly improved over the LTP2 period, but improvements are still required to meet targets.	SEA: Population, Material Assets HIA	Slough LTP2 2006 – 2011 LTP2 Progress Review
Percentage of pedestrian crossings which have	2007/8: >90% of crossings had facilities for disabled		Slough LTP2 target: 2020/21: 100%	Slough 2004/05: 42%	The proportion of pedestrian crossing which have facilities for disabled people has increased	SEA: Population, Material	Slough LTP2 2006 – 2011, LTP2

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
facilities for disabled people	people.				over the LTP2 period.	Assets EqIA HIA	Progress Review
% of new residential development within 15 and 30 minutes by public transport of a GP, primary or secondary school, post office and major retail centres	Slough 2007/2008: Primary Schools: 100% GP's: 100% Secondary Schools: 94% Retail centres: 96%		No target identified	Slough 2006/2007: Primary Schools: 100% GP's: 100% Secondary Schools: 100% Retail centres: 93% Slough 2005/2006: Primary Schools: 100% GP's: 100% Secondary Schools: 100% Retail centres: 95% Slough 2004/2005: Primary Schools:	Accessibility to retail centres increased between 2004 and 2008 and access to schools and GP surgeries has remained high over the same time period.	SEA: Population EqIA HIA	SBC Annual Monitoring Report 2008/09

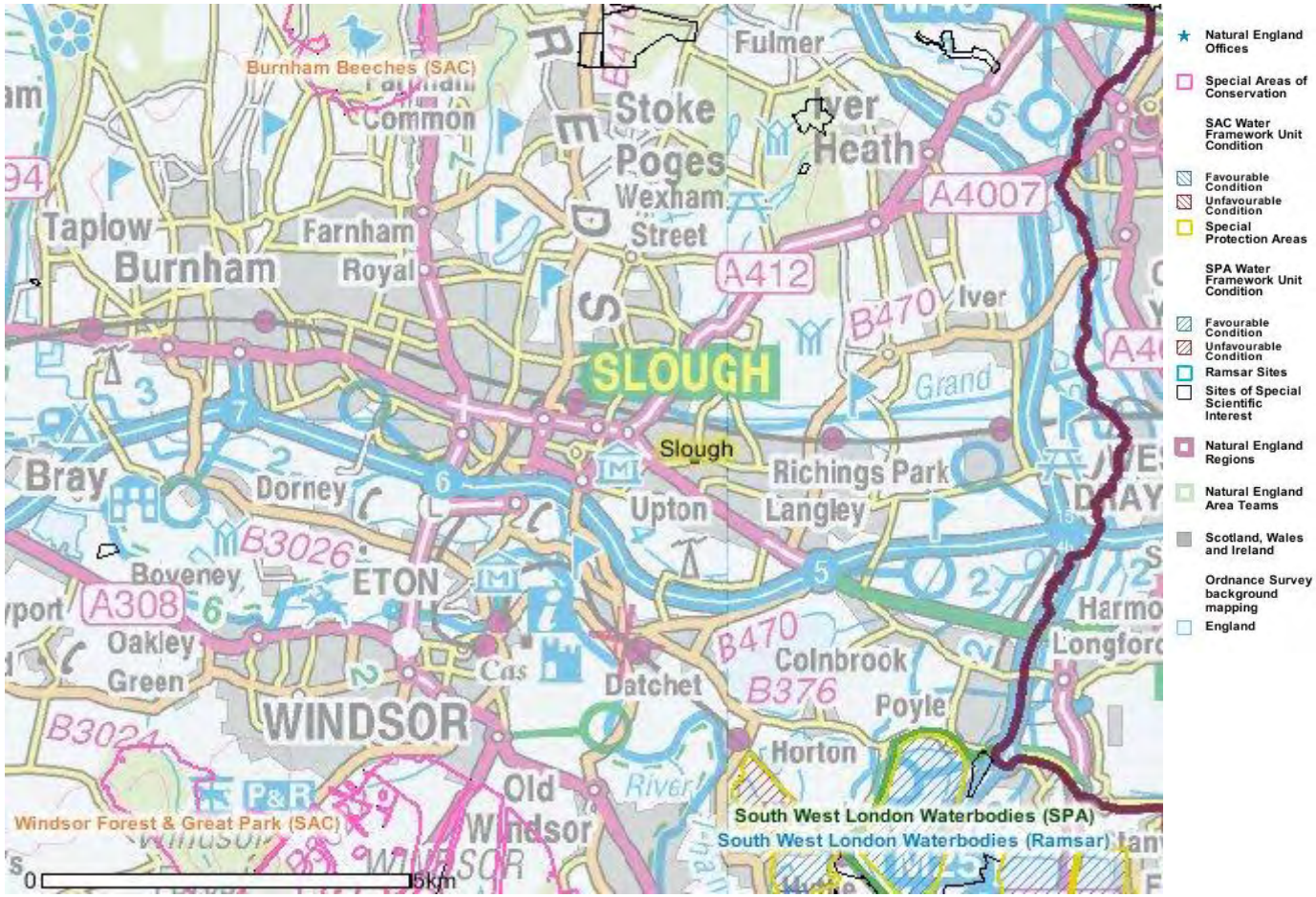
Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
				100% GP's: 100% Secondary Schools: 100% Retail centres: 89%			
Usual mode of travel to school for 5-16 year olds	Slough 2008/09: 5-10 year olds: Car: 42% Non-car: 58% 11-16 year olds: Car: 39% Non-car: 61%		No target identified	2007/2008 Slough 5-10 year olds: Car: 44% by car Non-car: 56% 11-16 year olds: Car: 39% Non-car: 61% 2005/2006 Slough: 5-10 year olds: Car: 47% Non-car: 53% (50% walk, 2% bus and 1% cycle) 11-16 year olds Car: 43%	The mode of transport taken by school children aged 5-10 has fluctuated since 2005. However, the proportion of 11-16 year olds travelling to school by car has decreased by a small amount over the same period.	SEA: Population HIA	SBC Annual Monitoring Report 2008/09, Slough Local Transport Plan 2006-2011, Mid-Term Progress Review,

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
				Non-car: 54% (40% walk, 11% bus and 3% cycle)			
Number of people killed or seriously injured in road traffic collisions	Slough 2008: 57		LTP2 target 2020/2021: 25	Slough 2007: 49 2006: 52 2005: 44 2004: 45 2003: 59 2002: 76	The number of people killed or seriously injured in road traffic collisions in slough fluctuates greatly but is undesirably high.	SEA: Human Health, Population EqIA HIA	SBC Annual Monitoring Report 2008/09, Slough LTP 2001-2006 Delivery Report, Slough LTP2 2006 - 2011
Number of people slightly injured on the roads	2008: 545		LTP2 target 2020/2021: 360	2007: 546 2003/04: 669	The number of people slightly injured on the roads in Slough is undesirably high.	SEA: Human Health, Population EqIA HIA	Slough LTP2 2006 - 2011
Number of people killed and seriously injured on the roads (children aged under 16 years)	Slough 2008: 3		LTP2 target 2020/2021: 5	Slough 2007: 11 2006: 7 2005: 2 2004: 9 2003: 5 2002: 9	The number of children killed or seriously injured on the roads fluctuates greatly but has decreased overall since 2001.	SEA: Human Health, Population EqIA	Slough LTP 2001-2006 Delivery Report, Slough LTP2 2006 - 2011

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA and EqIA	Source
				2001: 11		HIA	

B.2 Environmental Baseline

Figure B.2 – Internationally Designated Sites (HRA and SEA)



Source: http://www.natureonthemap.org.uk/map.aspx?m=bap

Figure B.3 – European Protected Site Information (HRA)

South West London Waterbodies SPA and Ramsar Site

Information about the International Nature Conservation Site

Site Designation Status	South West London Waterbodies Special Protection Area; and South West London Wetland of International Importance (Ramsar site)
Location of International Site	The South West London Waterbodies SPA/Ramsar site is spread over seven separate areas of SSSI land. All seven are located outside Slough, to the south-east of the Borough. They are located in the Counties of Berkshire, Surrey and Greater London in the South-East Region. The closest area of land (Wraysbury Reservoir) is located immediately adjacent to the south-eastern corner of the Borough boundary (by Poyle). The six remaining areas of land include: • Staines Moor: Located approximately 1.3 km south-east of the south-eastern corner of the Borough; • Wraysbury No. 1 Gravel Pit: Located approximately 1.9 km south-west of the south-eastern corner of the Borough; • Wraysbury and Hythe End Gravel Pits: Located approximately 2 km south-west of the south-eastern corner of the Borough; • Thorpe Park No. 1 Gravel Pit: Located approximately 6.8 km south of the south-eastern corner of the Borough; • Kempton Park Reservoirs: Located approximately 9.5 km south-east of the south-eastern corner of the Borough; and • Knight and Bessborough Reservoirs: Located approximately 10.8 km south-east of the south-eastern corner of the Borough.
Brief Description of the International Site	The European site and Ramsar site comprise of a series of seven embanked water supply reservoirs and former gravel pits that support a range of man-made and semi-natural open water habitats. The reservoirs and gravel pits function as important feeding and roosting sites for wintering wildfowl. These habitats support internationally important populations of gadwall and shoveler. For this reason the South West London Waterbodies are designated as a SPA and a Ramsar site. The boundaries of the SPA and Ramsar site coincide.
Conservation Objectives of the International Site	The conservation objective for the European site is to maintain, in favourable condition, the habitats for the populations of migratory bird species of European importance (gadwall and shoveler) with particular reference to open water and surrounding marginal habitats. Further details are available in the site citations (www.jncc.gov.uk, www.naturalengland.org.uk) and within the Natural England document *SPA: South West London Waterbodies and Component SSSI: Wraysbury and Hythe End Gravel Pit* (v3 20/11/00). Additional similar documents exist for the other component parts of the SPA (i.e. *SPA: South West London Waterbodies and Component SSSI: Wraysbury No.1 Gravel Pit Wraysbury No 1 Gravel Pit SSSI*, v3 20/11/00). However, the conservation objectives and favourable conditions table are the same within each document.

Burnham Beeches SAC

Information about the International Nature Conservation Site

Site Designation Status	Burnham Beeches Special Area of Conservation
Location of International Site	The Burnham Beeches SAC is located outside Slough, in South Buckinghamshire in the South-East Region. The Burnham Beeches SAC is located to the north of the Borough in South Buckinghamshire in the South-East Region. At its closest the SAC is located approximately 1.19 km north of the north-western corner of the Borough boundary.
Brief Description of the International Site	The primary reason for the selection of this site as a SAC is the presence of Annex 1 habitat Atlantic acidophilous beech forest with holly, and sometimes also yew, in the shrub-layer. It is an example of this Annex 1 habitat type in central southern England. The site consists of an extensive area of former beech wood-pasture with many old pollards and associated beech and oak high forest. The general character of the site includes coniferous woodland (5%), broadleaved deciduous woodland (90%) and heath scrub, heath, shrub, maquis and garrigue (deciduous shrub-lands) and phygrana (5%). Surveys have shown that it is one of the richest sites for saproxylic invertebrates in the UK (including 14 Red Data Book species). It also retains nationally important epiphytic communities, including the moss *Zygodon forsteri*.
Conservation Objectives of the International Site	The conservation objective for the European site is, subject to natural change, to maintain in favourable condition, Beech forests with holly and yew rich in epiphytes (in this case maintenance implies restoration if the feature is not currently in favourable condition). Further details are available in the site citations (www.jncc.gov.uk, www.naturalengland.org.uk) and within the Natural England document *Burnham Beeches SSSI* (v2 26/05/00).

Windsor Forest and Great Park SAC

Information about the International Nature Conservation Site

Site Designation Status	Windsor Forest and Great Park Special Area of Conservation
Location of International Site	The Windsor Forest and Great Park SAC is located outside Slough, to the south of the Borough in Berkshire in the South East Region. At its closest the SAC is located approximately 3.35km south of the south-western corner of the Borough boundary.
Brief Description of the International Site	The primary reason for the selection of this site as a SAC is the presence of Annex I habitat old acidophilous oak woods with pedunculate oak on sandy plains. It is an example of this Annex I habitat type in south-eastern part of its UK range. It has the largest number of veteran oaks in Britain (and probably in Europe), a consequence of its management as wood-pasture. It is of importance for its range and diversity of saproxylic

	invertebrates, including many rare species, some known in the UK only from this site. It also recognised as having rich fungal assemblages. Annex I habitats present as a qualifying feature but not a primary reason for the selection of this site include Atlantic acidophilous beech forests with holly, and sometimes yew, in the shrub layer. There is one Annex II species present at the site, the violet click beetle. This is a primary reason for the selection of this site as a SAC. The site is thought to support the largest of the known population of this species in the UK. There is a large population of ancient trees on the site, which , combined with the historical continuity of woodland cover has resulted in Windsor Forest being listed as the most important site in the UK for fauna associated with decaying timber on ancient trees. The general character of the site includes inland waterbodies consisting of standing water and running water (0.5%), dry grassland and steppes (4.5%) and mixed woodland (95%).
Conservation Objectives of the International Site	The conservation objectives for the European site are to maintain in favourable condition, the: • maintain in favourable condition the Atlantic acidophilous beech forests with holly and sometimes also yew in the shrub-layer (*Quercion robori-petraeae* or *Ilici-Fagenion*); • maintain in favourable condition the Old acidophilous oak woods with pedunculate oak on sandy plains; and • maintain in favourable condition, the habitats for the population of the violet click beetle In this case maintenance implies restoration if the feature is not currently in favourable condition. Further details are available in the site citations (www.jncc.gov.uk, www.naturalengland.org.uk) and within the Natural England document *cSAC: Windsor Forest and Great Park and Component SSSI: Windsor Forest and Great Park* (v2 26/10/00).

Figure B.4 – SSSIs (SEA)

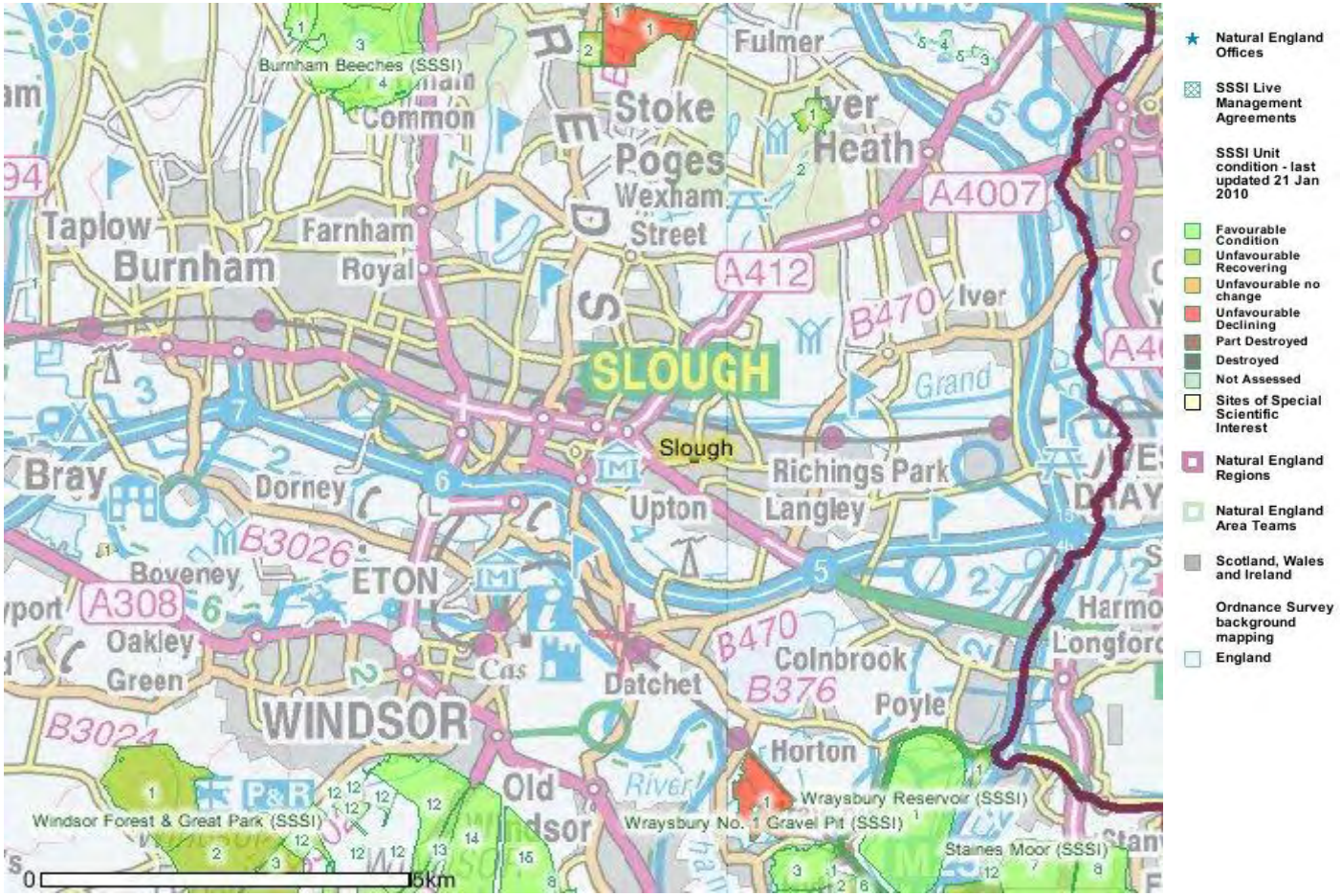


Figure B.5 – Biodiversity Action Plan (BAP) sites (SEA)

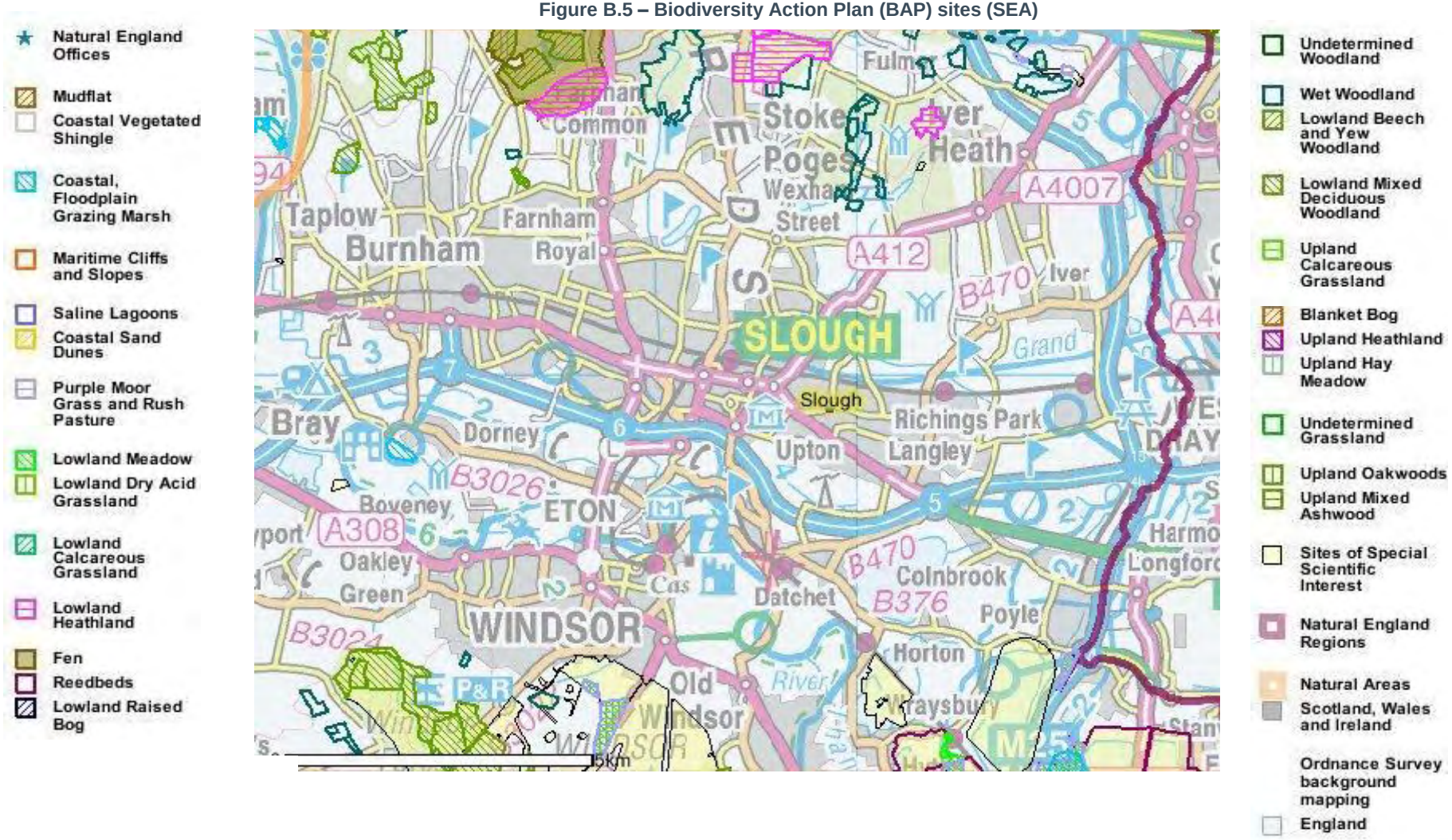


Figure B.6 – National Reserves and Country Parks (SEA, HIA)

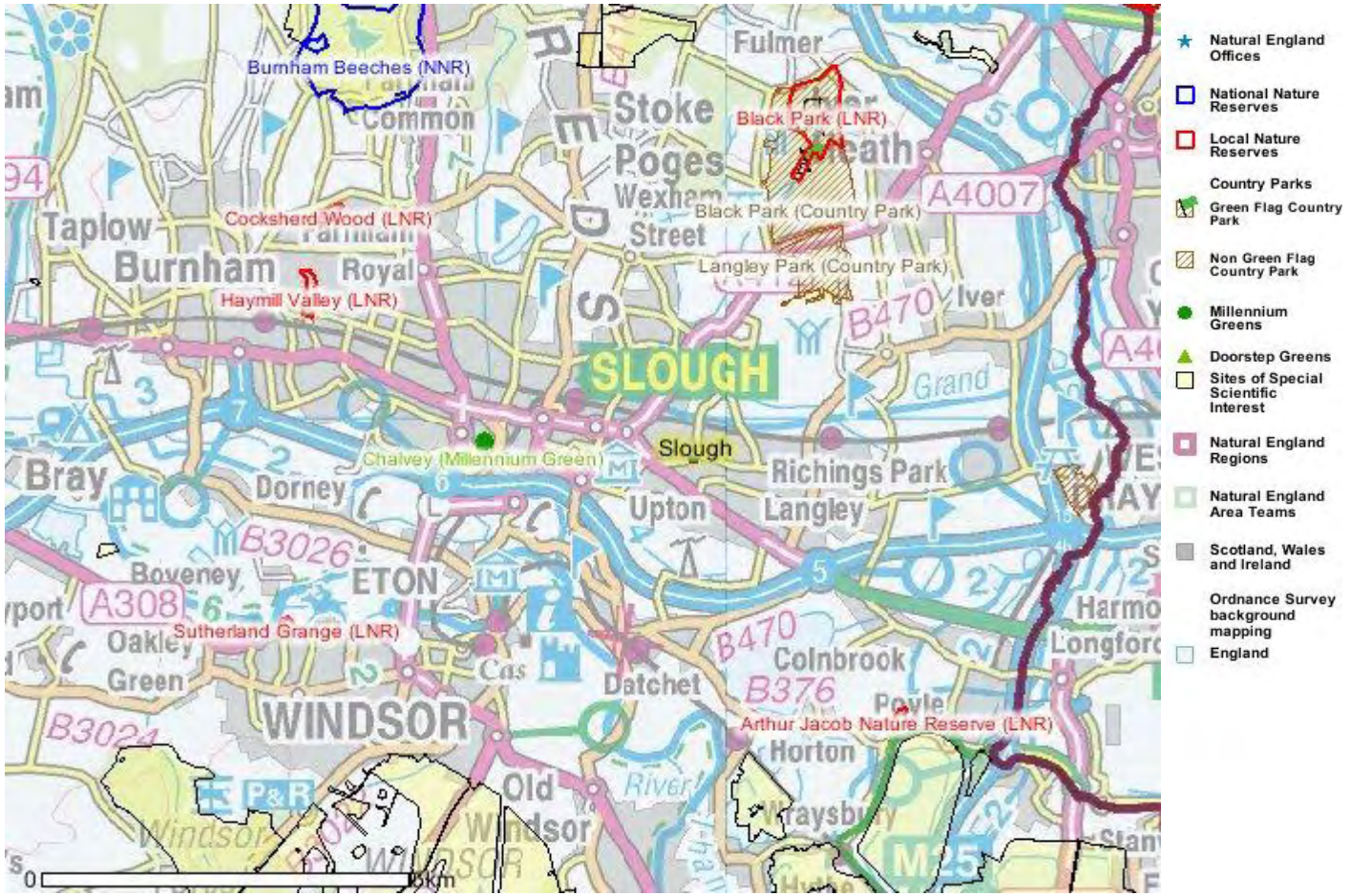


Figure B.7 – Noise Action Plan Priority Area Mapping (2009)

Source: DEFRA 2009, Public consultation on Draft Noise Action Plans (July 2009)

Table B.2 – Slough CO_2 Emissions by End User

	A. Industry and Commercial Electricity	B. Industry and Commercial Gas	C. Industry and Commercial Large Gas Users	D. Industry and Commercial Oil	F. Industry and Commercial Solid fuel	G. Industry and Commercial Process gases	H. Industry and Commercial Wastes and biofuels	I. Industry and Commercial Non fuel	J. Industry Offroad	L. Agriculture Oil	M. Agriculture Solid fuel	N. Agriculture Non fuel	O. Domestic Electricity	P. Domestic Gas	Q. Domestic Oil	R. Domestic Solid fuel	S. Domestic House and Garden Oil	T. Domestic Products	U. A-Roads Petrol	V. A-Roads Diesel	Y. Minor Petrol	Z. Minor Diesel	ZA. Road Transport Other	Grand Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
SLOUGH																										
2005	169	104	-	43	7	0	0	0	30	0	-	-	102	130	9	1	1	3	26	18	37	21	1	701	118.9	5.9
2006	187	93	-	33	8	1	0	0	30	0	-	-	107	128	9	1	1	3	25	18	35	21	1	700	119.5	5.9
2007	179	99	-	34	6	1	0	0	30	0	-	-	107	122	8	1	1	3	24	19	35	22	1	692	120.1	5.8
UK TOTAL																										
2005	108,002	45,457	2,590	13,961	2,362	1,320	467	1,143	9,370	4,562	21	39	62,482	72,319	9,737	3,119	393	1,518	30,585	30,078	25,709	18,862	593	444,688	-	-
2006	113,838	40,882	2,376	11,283	2,690	1,827	427	1,083	9,356	4,327	12	39	65,178	70,699	10,063	2,913	390	1,539	29,111	30,671	24,404	19,185	595	442,888	-	-
2007	110,062	38,509	2,611	11,722	2,261	1,916	461	1,084	9,416	4,164	9	39	64,623	67,312	8,884	2,984	394	1,527	27,692	31,893	24,295	20,305	562	432,727		

Source: http://www.decc.gov.uk/en/content/cms/statistics/climate_change/data/data.aspx

Table B.3 – Environmental Baseline Data

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
BIODIVERSITY, FLORA AND FAUNA							
Area and number of sites designated for nature conservation and condition	No SSSIs, SPAs, SACs or Ramsar sites Seven Wildlife Heritage Sites (WHS), of which 52% were assessed as having an unfavourable and declining condition in 2008/09. Two Local Nature Reserves: Haymill Valley LNR Cocksherd Wood LNR One Millennium Green: Chalvey Millennium Green	*2008 England*: 4000+ SSSI 78 classified SPAs 228 SACs 66 designated Ramsar sites 222 NNR 1280+ LNR Berkshire WHS condition 2005: 51% favourable 5% unfavourable and declining 21% in unfavourable condition with no change, 23% in unfavourable but recovering condition	No target identified.	% of Slough WHS of unfavourable or declining condition: 2007/08: 57% 2006/07: 56% 2005/06: 61% 2004/05: 43%	Although there are no internationally designated sites of nature conservation interest (see Figure B.1), Slough does contain a number of valuable sites of nature conservation which are under pressure from future development and redevelopment within the Borough.	SEA: Biodiversity, Fauna and Flora	SBC Annual Monitoring Report 2008/09, Natural England (www.natureonthemap.org.uk), SBC Core Strategy SAR
Area and number of Local Wildlife Sites	Slough 2007/2008-2008/2009: 7 Local Wildlife Sites.		No target identified.	Slough: 2006/07: 8 sites 2005/06: 11 sites 2004/05: 11 sites The condition of Slough's Local Wildlife Sites improved between 2007 and 2008.	The number of designated Local Wildlife Sites has decreased since 2004. However, recent improvement in the condition of the sites has been observed.	SEA: Biodiversity, Fauna and Flora	SBC Annual Monitoring Report 2008/09
Population of		*South East 2002:*		A recent European	The decline in farmland	SEA:	SBC Core Strategy

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
wild birds (or other representative species)		Farmland species: 88; Woodland species: 94		report states that common farmland birds have declined sharply in number over the last 25 years. In contrast, common generalist birds have increased.	birds is largely driven by changing agricultural methods, especially increased specialisation and intensification.	Biodiversity, Fauna and Flora	SAR, TVERC LDF Monitoring in Berkshire and Oxfordshire – Core and Contextual Biodiversity Indicators
Distribution and status of water voles		In 1989-1990 a national survey found water voles at 73.5% of all sites surveyed in the Thames Region. In the 1996-1998 survey water voles were found at only 24% of sites surveyed.		In 1989-1990 a national survey found water voles at 73.5% of all sites surveyed in the Thames Region (the second highest frequency of occurrence in the Country). In the 1996-1998 survey water voles were found at only 24% of sites surveyed and recent evidence suggests that they are still declining in the UK.	The decline of populations of water voles is generally attributed to habitat loss and change and is considered undesirable.	SEA: Biodiversity, Fauna and Flora	SBC Core Strategy SAR, TVERC LDF Monitoring in Berkshire and Oxfordshire – Core and Contextual Biodiversity Indicators
Area of Ancient Woodland	Cocksherd Wood: 4.621 ha Old Wood: 4.695ha	*2008 UK:* 2.743 million hectares of woodland area (equivalent to 11.38% of the entire UK surface)	No target identified.	No trend data identified.	Slough Borough includes two ancient woodlands which support valuable wildlife and species and are under pressure from future development and redevelopment within the Borough.	SEA: Biodiversity, Landscape, Fauna and Flora	SBC Core Strategy SAR

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
		2001 South East: over 120,000ha					
Number of Regionally Important Geological and Geomorphological Sites (RIGGS)	There are no sites of notified geological interest in Slough.	In England there are 1,215 sites with notified geological interest.	No target identified.	No trend data identified.	There are no sites of notified geological interest in Slough.	SEA: Soil	Natural England (www.natureonthemap.org.uk), Berkshire RIGGS
Existing Biodiversity Habitats and Species (BAP)	Total area of UKBAP priority habitat in SBC has been calculated at 109ha, approximately 3.5% of the land area. In 2008, 11 1km grid squares in Slough are occupied by stag beetles (a UK BAP priority species). This equates to 34.4% of all 1km grid squares in Slough.	In 2007, 1,150 species and 65 habitats were identified in the UK that meet the BAP criteria.	No target identified.	Number of 1km grid squares in Slough occupied by stag beetles: 2007/2008: 7 2006/2007: 9 2005/2006: 9	BAP habitats generally regarded as threatened and road building and related infrastructure could result in loss of BAP habitats.	SEA: Biodiversity, Fauna and Flora	Natural England (www.natureonthemap.org.uk), Berkshire County - A Framework for Biodiversity Action in Berkshire
LANDSCAPE AND TOWNSCAPE							
Landscape Character Areas	No specific assessments of Slough have been undertaken as a result of the more built up nature of the Borough.	*2008:* 159 landscape character areas were classified for the whole of England	No target identified.	No trend data identified.	Transport infrastructure and schemes can have negative effects on existing Landscape Character areas. This is not considered to be an issue in Slough due to its urban character.	SEA: Landscape	Berkshire Landscape Character Assessment 2003 Natural England 2008
Extent of Green Open	In 2008/2009 no public open space in Slough		Increase amount and	In Slough there has been no public	No public open space has been lost to development	SEA: Biodiversity,	SBC Annual Monitoring Report 2008/09

<table>
<tr><th>Indicator</th><th>Quantified Data for Slough</th><th>Comparator</th><th>Targets</th><th>Current Trends</th><th>Issue/Opportunity Identified</th><th>SEA topic; relevance to HIA, EqIA and HRA</th><th>Source</th></tr>
<tr><td>Space lost to built development</td><td>was lost to built development.</td><td></td><td>percentage area.</td><td>open space lost to built development since 2005.</td><td>in Slough since 2005, despite pressures from development and redevelopment in the Borough.</td><td>Landscape, Fauna and Flora, Air, Climatic Factors</td><td></td></tr>
<tr><td>Extent of Green Belt and green public open space</td><td>Slough 2008/09:
Greenbelt: 835 ha
Public open space: 278 ha</td><td></td><td>Maintain the broad extent of the Green Belt in the East of England.</td><td>Slough 2007/08:
Greenbelt: 835 ha
Public open space: 278ha

2006/07:
Greenbelt: 835 ha
Public open space: 278 ha

2005/06:
Greenbelt: 835 ha
Public open space: 278 ha</td><td>The amount of designated greenbelt land and public open space has remained constant since 2005/06. This land is under pressure from future development and redevelopment within the Borough.</td><td>SEA: Biodiversity, Landscape, Fauna and Flora, Air, Climatic Factors</td><td>SBC Annual Monitoring Report 2008/09</td></tr>
<tr><td>Accessible Natural/ Semi Natural Green Space</td><td><table><tr><th>Ward</th><th>Total Ha. (2005)</th></tr><tr><td>Baylis and Stoke</td><td>0</td></tr><tr><td>Britwell</td><td>12.130</td></tr><tr><td>Central</td><td>1.300</td></tr><tr><td>Chalvey</td><td>0</td></tr><tr><td>Cippenham Green</td><td>0</td></tr><tr><td>Cippenham Meadows</td><td>3.526</td></tr><tr><td>Colnbrook/ Poyle</td><td>3.250</td></tr><tr><td>Farnham</td><td>0</td></tr><tr><td>Foxborough</td><td>0</td></tr><tr><td>Haymill</td><td>9.250</td></tr><tr><td>Kedermister</td><td>0</td></tr></table></td><td></td><td>People living in towns and cities should have:

an accessible natural greenspace of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home</td><td>Consultation undertake as part of BVPI119 identified a perceived satisfaction for access to nature with only 11% stating an improvement, but 89% either stayed the same or worsened between 2000 and 2002.</td><td>The majority of users travel by car to access natural greenspace (35.3% and 48.4% = 41.8% average). The average travel time was 14 minutes.

The site audits revealed a general lack of appropriate or clearly marked pathways, which would impact on the use particularly for those with a disability.</td><td></td><td>Natural England, SBC PPG 17 Sport, Recreation and Open Space Study: http://www.slough.gov.uk/documents/PPG17_Final_Report.pdf</td></tr>
</table>

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
	<table><tr><td>Langley St Marys</td><td>0</td></tr><tr><td>Upton</td><td>4.270</td></tr><tr><td>Wexham</td><td>0</td></tr><tr><td>TOTAL</td><td>33.996</td></tr></table> The majority of respondents (46.9% combined average) felt that there were too few natural / semi-natural greenspaces		at least one accessible 20 hectare site within two kilometres of home one accessible 100 hectare site within five kilometres of home one accessible 500 hectare site within ten kilometres of home Statutory Local Nature Reserves at a minimum level of one hectare per thousand population.				
HISTORIC ENVIRONMENT							
Number of Listed Buildings	In 2008/09, Slough had just under 100 listed buildings, with a further 60 locally listed buildings: Grade I: 5	*2008:* England: 373,315 Listed Buildings	No target identified.	No trend data identified.	There a number of valuable listed buildings within Slough which are under pressure from destruction and negative effects on their settings as a result of inappropriate	SEA: Cultural Heritage, Material Assets	SBC Annual Monitoring Report 2008/09, SBC Core Strategy SAR

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
	Grade II*: 7 Grade II: 84 Locally listed: 64				development.		
Listed Buildings at risk	*Slough 2008/09:* There were no listed buildings on the at risk register.	1 in 30 Grade I or II* buildings in England was at risk in 2009	Reduce the number of buildings at risk.	*Slough 2007/08:* There were no listed buildings on the at risk register.	Although Slough contains many listed buildings, none of these have been assessed as being at risk.	SEA: Cultural Heritage, Material Assets	SBC Annual Monitoring Report 2008/09, English Heritage Buildings at Risk register
Conservation Areas	Slough has 5 Conservation Areas: • St Mary's Church • Upton Park/Upton Village • Sussex Place/Clifton Road • St Bernard's School Colnbrook.	9,300 conservation areas have been designated by local authorities since they were introduced in 1967.	No target identified.	No trend data identified.	Slough has five designated Conservation Areas, the nature and settings of which could be under pressure from future development and redevelopment within the Borough.	SEA: Cultural Heritage, Material Assets, Landscape	SBC Annual Monitoring Report 2008/09, A Survey of Slough's Heritage, English Heritage Heritage at Risk 2009
Scheduled Monuments	Slough contains two Scheduled Monuments: Cippenham Moat and Montem Mound	There are about 18,300 entries (about 31,400 sites) on the Schedule Monuments register.	No target identified.	No trend data identified.	Slough has two Scheduled Monuments, the nature and settings of which could be under pressure from inappropriate development within the Borough.	SEA: Cultural Heritage, Material Assets	SBC Annual Monitoring Report 2008/09, A Survey of Slough's Heritage
Registered Parks and Gardens	Slough contains two Historic Parks and Gardens: Herschel Park and Ditton Park (western part), both of which are Grade II Parks. Slough also contains five parks and gardens of local interest: Green	*2008* There were 1,595 Registered Parks and Gardens in England.	No target identified.	No trend data identified.	Development can have negative effects on areas of open space such as Registered Parks and Gardens.	SEA: Cultural Heritage, Landscape	SBC Annual Monitoring Report 2008/09, A Survey of Slough's Heritage

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
	Drive & Kedermister Park, Salt Hill Park, Lascelles Playing Fields, Baylis Park & the Cinder Track, Chalvey Ditch.						
SOIL AND WATER INCLUDING FLOODING							
Construction on previously developed land (PDL)	*Slough 2008/09:* 69 percent of new dwellings were provided on PDL. All new employment floorspace completed was constructed on PDL.	*South East 2008:* 79% new residential and 74% new employment development was on PDL	Target of 100% on PDL set out in SBC Core Strategy. National target of 60% built on PDL.	Proportion of Slough housing completions on PDL: 2007/08: 98% 2006/07:98% 2005/06:93% 2004/05: 58% 2003/04: 83%	The proportion of new development located on PDL in Slough in 2008/09 was significantly lower than that observed in previous years. However, it was above the national target.	SEA: Soil, Landscape	SBC Annual Monitoring Report 2008/09, SBC Core Strategy SAR
Percentage of river length assessed as good chemical quality or better	2007 Slough: 50% (2 rivers measure)	England 2007: 76.1	100% of river length assessed as good chemical quality or better	*Slough:* 2001-2006: 28.5% (7 rivers measured) 2006: 20% 2005: 20% England 1990: 82.0%	The proportion of river length within Slough which has good chemical quality has increased year since 2005 but is still significantly lower than for England as a whole.	SEA: Water, Human Health	SBC Annual Monitoring Report 2008/09, Environment Agency (www.ea.soe.co.uk) , ONS Regional Profiles
Percentage of river length assessed as good biological quality or better	*2007 Slough:* 50% (4 rivers measured)	England 2007: 72.4%	100% of river length assessed as good biological quality or better	*Slough:* 2001-2006: 57% (7 rivers measured) 2006: 54% 2005: 54% 2004: 20% *2003, UK* 94% of rivers in England were rated	The proportion of river length within Slough which has good biological quality has been seen to fluctuate but is still significantly lower than for England as a whole.	Water, Human Health	SBC Annual Monitoring Report 2008/09, Environment Agency (www.ea.soe.co.uk) , ONS Regional Profiles

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
				as having good or fair biological quality England 1990: 80.4%			
Groundwater source protection zones (SPZ)	The majority of Slough falls within inner or outer groundwater source protection zones.		No target identified.	No trend data available.	Development within Slough should ensure that negative effects on groundwater are not sustained.	SEA: Water, Human Health	Environment Agency website.
Number of planning permissions granted contrary to Environment Agency advice based on flood risk or water quality	*Slough 2008/09*: None	In 2007, 116 planning permissions were granted contrary to Environment Agency advice in the UK	No planning permissions granted contrary to Environment Agency advice	*Slough 2007/08*: None	No planning permissions were granted contrary to Environment Agency advice.	SEA: Water, Population, Human Health	SBC Annual Monitoring Report 2008/09, HLT5 Environment Agency data
Risk of flooding	Slough has less than 50ha of land in flood warning zone 1.	Thames region: 1.5 million homes at risk of flooding England & Wales: 5 million homes at risk of flooding	No target identified.	The area liable to flood in Slough has been reduced due to construction of the Maidenhead, Windsor and Eton flood alleviation channel.	Whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk, and there exists a possibility of the channel failing to adequately reduce flood risk. Development should thus be directed away from areas of flood risk.	SEA: Water, Population, Human Health	SBC Annual Monitoring Report 2008/09, SBC Core Strategy SAR

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
AIR QUALITY							
CO_2 Emissions per capita	*Slough 2008/09*: 5.72t CO_2 per capita	2006: England: 8.78 t CO_2 per capita	UK target of reducing CO_2 emissions by 80% below 1990 levels, by the year 2050 LAA Target: 2008/09: 1% reduction 5.65t CO_2 per capita 2009/10: 4% reduction 5.5t CO_2 per capita 2010/2011: 9% reduction 5.21t CO_2 per capita	**See Table B.2**	CO_2 emissions in Slough in 2008/09 were higher than those experienced in 2005.	SEA: Air, Climatic Factors	SBC Annual Monitoring Report 2008/09, Slough LTP indicator
Number of Air Quality Management Areas (AQMA)	Slough has declared two Air Quality Management Areas (AQMAs): the M4 corridor along Slough's southern boundary; and along London Road between Junction 5 and the Brands Hill gyratory. In addition, an AQMA may be declared along the A4 (Wellington		No targets have been identified.	No. of AQMAs in Slough: 2007/2008: 2 2006/2007: 2 2005/2006: 2 2004-2005: 0	The designation of a number of AQMAs in Slough demonstrates the poor air quality of the Borough, particularly along road corridors.	SEA: Air, Human Health	SBC Annual Monitoring Report 2008/09, UK National Air Quality Archive website.

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
	Street).						
PM_{10} levels	Contribution of road traffic to levels of particulates in Slough: 58%	Contribution of road traffic to levels of particulates London: 78% England: 26%	No targets identified	No trend data identified	The contribution of road traffic to particulate levels in Slough is lower than that observed in London but significantly higher than that in England. The level of particulates experienced in Slough is expected to have increased since these data were obtained as a result of the opening of Terminal 5 in 2008 and the widening of the M25.	SEA: Air, Human Health	Slough LTP 2001-2006
NO_2 concentrations	Contribution of road traffic to levels of nitrogen oxides in Slough: 85% Overall air quality 2001 – 2004 average: 37 ug/m3 Annual mean NO_2 levels	Contribution of road traffic to levels of nitrogen oxides London: 75% England: 47%	Slough LTP2 target: 2020/2021: 35 ug/m3	No trend data identified	The contribution of road traffic to nitrogen oxide levels in Slough is significantly higher than that observed across London and England as a whole. This is considered to principally result from the motorways and main roads which run through and in close proximity to the Borough. The level of nitrogen oxides experienced in Slough is expected to have increased since these data were obtained as a result of the opening of Terminal 5 in 2008 and	SEA: Air, Human Health	SBC Annual Monitoring Report 2008/09, Slough LTP 2001-2006, Slough LTP2 2006 - 2011

Indicator	Quantified Data for Slough	Comparator	Targets	Current Trends	Issue/Opportunity Identified	SEA topic; relevance to HIA, EqIA and HRA	Source
					the widening of the M25.		
Renewable energy generation	There was no renewable energy generation installed in Slough in the period 2008/09.		National target of 10% of electricity to be generated from renewable sources by 2010.	2006/2007: None 2005/2006: Biffa Landfill site: 2 MW (Gas utilisation plant)	The lack of renewable energy generation in Slough means that the Borough is unlikely to meet the national target for renewable energy generation.	SEA: Material Assets, Air, Human Health, Climatic Factors	SBC Annual Monitoring Report 2008/09
NOISE							
Noise levels	Sections of four roads within Slough were designated as Noise Action Planning First Priority Locations in 2009. These are the M4, A4, A355 and A412. In 2002, Slough fell within the 57 dBA Leq noise contour.		Noise levels of less than 55 dB(A) Leq are desirable (World Health Organisation)	The level of noise experienced in Slough is expected to have increased since these data were obtained as a result of the opening of Terminal 5 in 2008 and the widening of the M25.	The noise levels experienced in much of Slough are undesirably high in some parts of the Borough, as a result of its close proximity to Heathrow Airport and a number of busy roads. In 2002, noise levels exceeded the WHO recommended level for preventing significant community annoyance. Noise levels are now expected to be higher than those experienced in 2002 as a result of the opening of Heathrow Terminal 5 and the widening of the M25.	SEA: Population, Human Health	Defra Noise Action Plan, DfT 2002 Noise Exposure Contours for Heathrow Airport

Appendix C - LTP3 Strategic Alternatives Assessment

Table C.15.1 – LTP3 Strategic Alternatives Detailed Assessment

Scale of Effect (SE):
+++ Large beneficial *++ Moderate beneficial* *+ Slight beneficial* *0 Neutral or no effects* *- Slight adverse* *-- Moderate adverse* *--- Large adverse*
+/- Combination of beneficial and adverse *? Requires further clarification at this stage*

SEA Objectives	Strategic alternatives							
	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
1. Address the causes of climate change through reducing emissions of greenhouse gases	**-**	This alternative focuses on reducing the need to travel, increasing the use of sustainable modes of transport, reducing road based traffic and easing congestion. However, in comparison to alternatives, there will be limited investment and reliance upon the continuation of LTP2 proposals and existing strategies. However, the fact that there will be no major improvements for active travel and public transport is likely to encourage people to continue using private cars as their main mode of transport. Additionally, this alternative also aims to improve junctions and the road network (principal, non-principal and unclassified roads) through increased maintenance programmes. This is likely to improve road conditions, thereby encouraging private car usage by making the roads more attractive. Consequently, this alternative is considered to have slight adverse effects against this objective.	**-**	Although the emphasis of this strategic alternative is on prioritising accessibility, schemes and measures to reduce road based traffic and increase the use of sustainable modes of transport are also being proposed. This may lead to less greenhouse gas emissions through modal shift from cars, e.g. through increased usage of rail due to the proposed Western Rail Access to Heathrow and enhanced railway stations, bus and coach services to key locations including the Thames Valley Strategic Bus and Coach Network (TVSBCN). Additionally, targeted congestion busting schemes, including along the M4 corridor; and promotion of Urban Traffic Control (UTC)/ Intelligent Transport Systems (ITS) and signal upgrades could reduce congestion in terms of queue lengths and distances and increase traffic speed, which can have beneficial effects on GHG emissions. However reliance on car usage will still be present as maintenance of principal, non-principal and unclassified roads is being proposed as part of this alternative. In addition, the approach does not share the benefits of other alternatives in terms of promoting travel planning and delivering a comparable investment in public transport usage of the existing networks, as well as using altered parking management measures as a way to control demand. On balance, this alternative is considered to have slight adverse effects against this objective.	**++**	The emphasis of this strategic alternative is very much on taking all feasible actions to reduce transport's contribution to climate change, which is likely to have moderate beneficial effects against this alternative. This is likely to be achieved through schemes and measures that reduce the need to travel, decrease car usage and encourage low carbon transport initiatives. Road traffic and congestion are likely to be reduced through: • improving and promoting cycling and walking • increasing public transport use, quality and coverage • promoting and increasing smarter travel initiatives, such as workplace and school travel plans, personalised travel planning and car clubs, supported by a workplace parking levy The particular forms of public transport technology that will be used will also be important to reduce GHG emissions, e.g. low emission buses, council fleet and electric cars. Additionally, better management of commercial vehicles, e.g. through use of cleaner technologies and alternative fuels in HGVs, will help reduce GHG emissions, including CO_2 emissions.	**++**	The emphasis of this alternative is on reducing the need to travel, decreasing road traffic and congestion and supporting feasible actions to reduce transport's contribution to climate change presented as part of strategic alternative 3. This alternative proposes a wide range of measures that are likely to have beneficial effects against this objective, such as: • improving and promoting cycling and walking • increasing and encouraging public transport use • promoting and increasing smarter travel initiatives • promoting low emission buses, council fleet and electric cars • promoting use of cleaner technologies and alternative fuels in HGVs • promoting UTC/ ITS and upgrade signals to reduce congestion • traffic management schemes and targeted congestion busting schemes Additionally, increased parking management measures are also likely to discourage car use and push people to public transport through effective modal shift, thus reducing GHG emissions. However, reliance on car usage will still be present to some extent as increased maintenance programmes of principal, non-principal and unclassified roads are being proposed as part of this alternative. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures. On balance, this alternative is considered to have moderate beneficial effects against this objective.
2. Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	**+/-**	This alternative focuses on increasing the use of sustainable modes of transport, through increasing their efficiency, promoting new walking and cycling links and supporting travel planning, although with limited resources and mainly through continuation of LTP2 proposals and existing strategies. Additionally, this alternative seeks to ensure that the LTP3 is compliant with Policy 7 of the Slough Core Strategy DPD, which seeks to reduce the need to travel by less sustainable modes by ensuring that new developments are located where they are most accessible by public transport. However, the fact that there will be no major improvements for active travel and public transport, along with increased road network maintenance programme and junction	**-**	The emphasis of this alternative is largely on prioritising and improving accessibility, with a focus on enhancing accessibility to jobs and supporting regeneration. However, there is little emphasis on reducing the need to travel by car and improving the efficiency of sustainable modes of transport. By enhancing railway stations and bus/ coach services to key locations and through the proposed Western Rail Access to Heathrow, this alternative is likely to improve the provision of sustainable modes of transport, including public transport for inter-regional transport; however, this is not supported by the same levels of investment in local public transport as that offered by alternatives. Consequently, reliance on car usage will still be present to some extent, exacerbated by maintenance of principal, non-principal and	**++**	By proposing feasible actions to reduce transport's contribution to climate change, this alternative contributes to improving the efficiency, availability, coverage and accessibility of sustainable modes of transport to some extent. This will be done through increased walking and cycling infrastructure, enhanced bus services and bus/rail interchange improvements, with enhanced public transport information. Emphasis is placed on supporting Policy 7 of the Slough Core Strategy DPD reducing the need to travel; and this is supported by travel planning. Therefore this alternative is likely to have moderate beneficial effects against this objective.	**++**	The emphasis of this alternative is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport and discouraging private car usage. This alternative offers all of the advantages of Alternative 3 and proposes a wide range of measures that are likely to have significant beneficial effects against this objective, such as: • increased walking and cycling infrastructure • enhanced bus/coach and rail services, mainly to key locations outside Slough • bus/rail interchange improvements • proposed Western Rail Access to Heathrow and rapid-transit Slough-Heathrow In addition, the introduction of demand management measures such as increased parking management,

Scale of Effect (SE):
+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse --- Large adverse
+/- Combination of beneficial and adverse ? Requires further clarification at this stage

SEA Objectives	Strategic alternatives							
	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
		improvements are likely to encourage people to continue using private cars as their main mode of transport. Consequently, this alternative is considered to have the potential to deliver a range of beneficial and negative effects against this objective.		unclassified roads and junction improvements being proposed as part of this alternative. On balance, this alternative is considered to have the potential to deliver adverse effects against this objective.				will further discourage private car usage and promote a modal shift to sustainable transport. This alternative seeks to ensure that the LTP3 is compliant with Policy 7 of the Slough Core Strategy DPD, which seeks to reduce the need to travel by less sustainable modes by ensuring that new developments are located where they are most accessible by public transport. However, reliance on car usage will still be present to some extent as increased maintenance programmes of the road network are being proposed as part of this alternative. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures. Overall, this alternative is likely to have moderate beneficial effects against this objective.
3. Reduce noise, vibration and light pollution from transport	**+/-**	The emphasis of this strategic alternative is, to some extent, on reducing car-dependency through increased cycling, walking and public transport provision and use. Modal shift is likely to lead to alterations in levels of noise, vibration and light – there may be a reduction in the number of private cares; however, this will be offset by the use of heavier vehicles such as buses. Additional public transport is also likely to be associated with new stop infrastructure – good design offers the potential to reduce light-spill. There is still likely to be a reliance on car usage, due to increased road maintenance programmes; however, no adverse effects are predicted when this specific aspect is assessed against the objective as the road infrastructure is already in existence. As such, noise, vibration and light levels are not likely to increase significantly from the current situation. This strategic alternative is likely to result in a combination of beneficial and adverse effects.	**+/-**	Although the emphasis of this strategic alternative is on prioritising accessibility; schemes and measures to reduce road based traffic comprising private vehicles are also being proposed. This may lead to a reduction in noise, vibration and light pollution from private vehicles to some extent, although this will be counterbalanced by increases in heavier vehicles such as buses. Although, there is still likely to be a reliance on car usage, due to increased road maintenance programmes and less parking management measures, no adverse effects are predicted when assessed against this objective in this specific respect as the road infrastructure is already in existence. As such, noise, vibration and light levels are not likely to increase significantly from the current situation. This strategic alternative is likely to result in a combination of beneficial and adverse effects.	**+/-**	By proposing feasible actions to reduce transport's contribution to climate change, this alternative contributes to improving the efficiency of sustainable modes of transport to some extent, thus encouraging their use. This may lead to reduction of noise, vibration and light pollution from private vehicles to some extent, although this will be counterbalanced by increases in bus use. Additional public transport is also likely to be associated with new stop infrastructure – good design offers the potential to reduce light-spill. This strategic alternative is likely to result in a combination of beneficial and adverse effects.	**+**	The emphasis of this alternative is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport and discouraging private car usage. The combination of these measures is likely to lead to modal shift with reduced levels of noise, vibration and light from private vehicles, although this will be counterbalanced by increases in heavier vehicles such as buses. The alternative also proposes specific measures to reduce transport related noise, such as noise barriers and low noise road surfacing, Additionally, use of new technologies in vehicles/ electric vehicles contribute to reduce noise levels arising from transport. Additional public transport is also likely to be associated with new stop infrastructure – good design offers the potential to reduce light-spill. Although, there is still likely to be a reliance on car usage, due to increased road maintenance programmes, no adverse effects are predicted when assessed against this objective in this specific respect as the road infrastructure is already in existence. As such, noise, vibration and light levels are not likely to increase significantly from the current situation. On balance, this alternative is considered to have slight beneficial effects against this objective.
4. Reduce air pollution and ensure air quality continues to improve	**+/-**	This alternative focuses on increasing the use of sustainable modes of transport, reducing road based traffic and easing congestion. However, in comparison to alternatives, this will be reliant upon limited resources and be mainly delivered through continuation of LTP2 proposals and existing strategies. The alternative also seeks to continue to implement the Air Quality Action Plan, agreed in 2006 and embedded in the LTP2. These measures are likely to improve local air quality to some extent.	**-**	Although the emphasis of this strategic alternative is on prioritising accessibility, schemes and measures to reduce road based traffic and increase the use of sustainable modes of transport are also being proposed. If the alternative is successful in encouraging modal shift, this may lead to less transport pollutants being released, thus contributing to reduced air pollution per journey. There may be reductions in traffic derived pollutant concentrations, but hot-spots and the M4 AQMA (the corridor along Slough's southern boundary) are	**++**	The emphasis of this strategic alternative is very much on capitalising on actions to reduce transport-based emissions, which is likely to contribute to reduced air pollution (assuming modal shift is successfully achieved). This is likely to be achieved through schemes and measures that reduce car usage, promote low emission buses, council fleet and electric cars and encourage cycling, walking and public transport use, including through travel planning. The	**++**	The emphasis of this alternative is on reducing road traffic and congestion, mainly through improving and promoting walking, cycling and public transport. The alternative also aims to discourage single use car occupancy through promotion of smarter travel initiatives. Additionally, increased parking management measures are also likely to discourage car use, thus reducing traffic and consequently air pollution. Use of low emission vehicles is being proposed and the alternative seeks to continue to implement the Air

Scale of Effect (SE):
+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse --- Large adverse
+/- Combination of beneficial and adverse ? Requires further clarification at this stage

SEA Objectives	Strategic alternatives							
	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
		However, the fact that there will be no major improvements for active travel and public transport is likely to encourage people to continue using private cars as their main mode of transport. Additionally, this alternative also aims to improve junctions and principal, non-principal and unclassified roads through increased maintenance programmes, which is likely to improve road conditions, thereby encouraging private car usage by making the roads more attractive. Consequently, this alternative is considered to have a combination of beneficial and adverse effects against this objective.		likely to remain as these routes are characterised by long-distance travel with less potential for modal shift to cycling and walking. Reliance on car usage will still be present to some extent as maintenance of principal, non-principal and unclassified roads and junction improvements are being proposed as part of this alternative. In addition, the proposed approach to parking management may continue to support car use as a principal commuting mode. On balance, this alternative is considered to have slight adverse effects against this objective.		alternative also focuses on reducing single-use car occupancy by promoting smarter travel initiatives, which may have some beneficial effects on local air quality., coupled with increased parking management and the introduction of a Workplace Parking Levy Depending on the locations where increased walking, cycling and use of public transport will be proposed, this may in fact benefit the AQMA along London Road between Junction 5 and the Brands Hill gyratory. There may be reductions in traffic derived pollutant concentrations but hot-spots and the M4 AQMA (the corridor along Slough's southern boundary) are likely to remain as these routes are characterised by long-distance travel with less potential for modal shift to cycling and walking. Overall, this alternative should be considered to offer the potential for moderate beneficial effects against the objective.		Quality Action Plan, agreed in 2006 and integrated within the LTP2. The combination of these measures is likely to lead to an important level of modal shift, which will promote better air quality. However, reliance on car usage will still be present to some extent as increased maintenance programmes of principal, non-principal and unclassified roads are being proposed as part of this alternative. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures. On balance, this alternative is considered to have moderate beneficial effects against this objective
5. Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	**0**	This alternative involves the least intervention and therefore is unlikely to change the existing baseline situation.	**?**	The level of intervention in this alternative is likely to result in negligible effects on the historic environment – the majority of interventions with a physical presence (e.g. new signage, lighting or re-allocation of roadspace) are likely to be in the core of the town and along the A4 corridor where the presence of heritage assets is exceptionally low. The alternative includes a commitment to delivering public realm enhancements to town and district centres in conjunction with new transport schemes. However, any potential to affect existing heritage assets or unknown archaeological features will depend upon location of the proposed Western Rail Access to Heathrow. The assessment records uncertain effects, pending the provision of more detailed information regarding likely routeing of key initiatives.	**0**	The level of intervention in this alternative is likely to result in negligible effects on the historic environment – the majority of interventions with a physical presence (e.g. new signage, lighting or re-allocation of roadspace) are likely to be in the core of the town and along the A4 corridor where the presence of heritage assets is exceptionally low.	**+/?**	The level of intervention in this alternative is likely to result in negligible effects on the historic environment – the majority of interventions with a physical presence (e.g. new signage, lighting or re-allocation of roadspace) are likely to be in the core of the town and along the A4 corridor where the presence of heritage assets is exceptionally low. However, any potential to affect existing heritage assets or unknown archaeological features will depend upon location of the proposed Western Rail Access to Heathrow. By proposing schemes to encourage the use of more sustainable modes of transport, this alternative is likely to reduce traffic growth, thus reducing noise and air pollution arising from transport. Additionally, improved accessibility can improve public access to the existing heritage assets. However, any potential to affect existing heritage assets or unknown archaeological features will depend upon location of the proposed Western Rail Access to Heathrow. The assessment records a combination of beneficial and uncertain effects, pending the provision of more detailed information regarding likely routeing of key initiatives.
6. Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*		No assessment has been undertaken at this stage as level of information regarding the contents of the alternative is not sufficiently detailed for meaningful predictions to be made.		No assessment has been undertaken at this stage as level of information regarding the contents of the alternative is not sufficiently detailed for meaningful predictions to be made.		No assessment has been undertaken at this stage as level of information regarding the contents of the alternative is not sufficiently detailed for meaningful predictions to be made.		No assessment has been undertaken at this stage as level of information regarding the contents of the alternative is not sufficiently detailed for meaningful predictions to be made.
7. Identify, manage and protect habitats and species which are important on a	**0**	This alternative involves interventions that are focused primarily on enhancing the existing network, particularly for buses, walking and	**?**	The level of intervention in this alternative is likely to result in no significant adverse or beneficial effects on the existing biodiversity. However, any potential	**0**	This alternative involves interventions that are focused on altering travel behaviours and enhancing the existing network, particularly	**+/?**	The level of intervention in this alternative is likely to result in slight beneficial effects on the biodiversity. By proposing schemes to encourage the use of

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+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse --- Large adverse
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	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
national and local scale		cycling. This approach is unlikely to involve additional landtake and is not considered to offer the potential to make a significant impact on biodiversity in terms of changes in air quality, with enhanced bus network effects likely to be offset by measures to ease the movement of private vehicles on the network (i.e. junction improvements and maintenance). Consequently, the alternative is unlikely to adversely affect existing biodiversity, including habitats and species that are important on a national and local scale. There are therefore likely to be no tangible effects against this objective.		to affect habitats and species that are important on a national and local scale will depend upon location of the proposed Western Rail Access to Heathrow. The assessment records uncertain effects, pending the provision of more detailed information regarding likely routeing of key initiatives.		for buses, walking and cycling. This approach is unlikely to involve additional landtake and is not considered to offer the potential to make a significant impact on biodiversity in terms of changes in air quality. Consequently, the alternative is unlikely to adversely affect existing biodiversity, including habitats and species that are important on a national and local scale. There are therefore likely to be no tangible effects against this objective.		more sustainable modes of transport, this alternative offers the best prospects of all of the alternatives in terms of potential to reduce traffic growth, thus reducing noise and air pollution arising from transport, conveying slight benefits to existing habitats and species. However, any potential to affect habitats and species that are important on a national and local scale will depend upon location of the proposed Western Rail Access to Heathrow. The assessment records some uncertain effects, pending the provision of more detailed information regarding likely routeing of key initiatives.
8. Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	**0**	This alternative involves the least intervention in terms of physical changes and therefore limits the potential for water pollution. In particular there are no major schemes involving landtake. There are therefore likely to be no effects against this objective.	**-**	The level of landtake in this alternative is limited, with the majority attributable to the proposed Western Rail Access to Heathrow. There is the potential for this to affect water quality and resources through surface water run-off, though this should be possible to mitigate through design. Therefore this alternative is likely to have slight adverse effects against this objective.	**0**	The level of intervention in this alternative is limited in terms of physical changes and likely to have little effect on water quality and resources. Though this alternative might lead to modal shift away from cars, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. There are therefore likely to be no tangible effects against this objective.	**-**	The level of landtake in this alternative is limited, with the majority attributable to the proposed Western Rail Access to Heathrow. There is the potential for this to affect water quality and resources through surface water run-off, though this should be possible to mitigate through design. Though this alternative might also lead to modal shift away from cars, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. Therefore this alternative is likely to have slight adverse effects against this objective.
9. Enable adaptation to the effects of climate change including the risk of flooding	**0**	This alternative involves the least intervention in terms of physical changes and the potential to alter travel behaviours, albeit that there are some measures aimed at upgrading bus services. Consequently, this alternative is considered likely to have little effect on the level of flood risk and effects from other adverse weather conditions relating to climate change. There are therefore predicted to be no tangible effects against this objective.	**?**	The emphasis on prioritising accessibility is likely to have little effect on the level of flood risk. However, depending upon location, some schemes, such as the Western Rail Access to Heathrow, may or may not contribute to an increase in flood risk. This is mainly due to the fact that whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk. The assessment records uncertain effects, pending the provision of more detailed information regarding likely routeing of key initiatives.	**0**	The emphasis on sustainable modes of transport is likely to have little effect on the level of flood risk. Efforts to alter travel behaviours may have some limited benefits in terms of localised air quality; however, any effects are considered too minor to be recorded in the assessment. There are therefore likely to be no effects against this objective.	**?**	The emphasis of this alternative is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport and discouraging private car usage and this is likely to have little effect on the level of flood risk. However, depending upon location, some schemes, such as the Western Rail Access to Heathrow, may or may not contribute to an increase in flood risk. This is mainly due to the fact that whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk. The assessment records uncertain effects, pending the provision of more detailed information regarding likely routeing of key initiatives.
10. Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	**0**	This alternative does not involve landtake and largely appears to make use of the existing transport infrastructure. Therefore, soil resources will be conserved. Also this alternative limits the extent of resource use and waste generation by reducing the reliance on private car usage to some extent, and by implication, the use of finite resources such as petrol. However, some of the schemes for this alternative, such as development of necessary infrastructure to promote walking and cycling and bus/rail interchange improvements, will	**- /?**	This alternative limits the extent of resource use and waste generation by encouraging the use of sustainable modes of travel to some extent and, by implication, the use of finite resources such as petrol. However, the proposed Western Rail Access to Heathrow, the junction improvements and increased road network maintenance programmes will inevitably lead to resource use and waste generation when developing the necessary infrastructure. On balance, this alternative is considered to be slight adverse against this objective. However, more	**-**	This alternative does not involve landtake and limits the extent of resource use and waste generation by reducing the reliance on private car usage to some extent, including through the introduction of stricter parking controls and therefore, by implication, the use of finite resources such as petrol. However, some of the schemes for this alternative, such as development of necessary infrastructure to promote walking and cycling, neighbourhood links and bus/rail interchange improvements, will inevitably lead to some resource use and waste	**-- /?**	This alternative limits the extent of resource use and waste generation by encouraging the use of sustainable modes of travel to some extent, and by implication, the use of finite resources such as petrol. However, the following schemes will inevitably lead to resource use and waste generation when being developed: • the proposed Western Rail Access to Heathrow • increased road network maintenance programmes • bus/ rail interchange and rail station

Scale of Effect (SE):
+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse --- Large adverse
+/- Combination of beneficial and adverse ? Requires further clarification at this stage

SEA Objectives	Strategic alternatives							
	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
		inevitably lead to some resource use and waste generation. On balance, this alternative is considered to be neutral against this objective.		information is required on the location of the Western Rail Access to Heathrow (greenfield or brownfield land) – this will enable the determination of the likely significance of the predicted effects.		generation. On balance, this alternative is considered to have slight adverse against this objective.		improvements • improvement of Rights of Way On balance, this alternative is considered to be moderate adverse against this objective. However, more information is required on the location of the Western Rail Access to Heathrow (greenfield or brownfield land) – this will enable determination of the likely significance of the predicted effects.
11. Maximise the use of renewable energy and technologies and increase energy efficiency	**0**	This alternative features no measures that contribute to energy efficiency and use of renewable energy. It is therefore considered to be neutral against the objective.	**0**	This alternative features no measures that contribute to energy efficiency and use of renewable energy. It is therefore considered to be neutral against the objective.	**+**	This alternative promotes the use of electric cars, which would include charging facilities. This may be provided using renewable sources, therefore making a minor contribution towards this objective.	**+**	This alternative promotes the use of electric cars, which would include charging facilities. This may be provided using renewable sources, therefore making a minor contribution towards this objective.
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	**+**	This alternative seeks to enhance townscape character to some extent, through town and district centre public realm improvement, although with minimal level of investment. Additionally, by supporting regeneration and new housing and by proposing improved walking and cycling infrastructure and bus/rail interchange improvements, this alternative is likely to have slight beneficial effects against this objective.	**+**	By supporting new housing, promoting the use of transport works as a means of delivering enhancements to the public realm in district and town centre and seeking to reduce traffic growth to some extent, this alternative is likely to have slight beneficial effects against this objective.	**+**	This alternative seeks to enhance townscape character to some extent, through improved walking and cycling infrastructure and neighbourhood links and bus/rail interchange improvements. Therefore this alternative is likely to have slight beneficial effects against this objective.	**++**	This alternative proposes measures that are likely to enhance townscape character, including: • improved walking and cycling infrastructure, Rights of Way and neighbourhood links • bus/rail interchange and rail station improvements • town and district centre public realm improvements Additionally, reduced traffic growth is also likely to play a role on enhancing the landscape and townscape character. Overall, this alternative is likely to have moderate effects against this objective.
13. Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	**+**	This alternative focuses on improvements to walking and cycling infrastructure, reducing the need to travel, and access improvements, however with limited investment, and mainly as a continuation of LTP2 schemes and initiatives. Access to strategic services, improvements to the walking and cycling infrastructure, public realm improvements, street lighting and enhanced bus services across the Borough will have some benefit to those vulnerable, disadvantaged and mobility impaired residents to encourage community cohesion. Speed limit reviews / 20mph zones are only likely enhance community cohesion within the Borough for these groups. Access improvements for disabled people will have a positive effect on the mobility impaired within the Borough. The provision of road safety training and publicity will provide confidence when travelling around the Borough, and walking and cycling infrastructure will help to provide a welcoming environment, and hence improve community cohesion. The minimal funding for this option is likely to restrict the benefit to vulnerable, disadvantage and mobility impaired residents, and therefore this alternative is predicted as likely to deliver	**+**	This alternative features no measures that will significantly contribute to protecting the vulnerable, disadvantaged and mobility impaired. Some slight community cohesion benefits may be noted through congestion busting schemes, signage and street lighting and public realm enhancements, therefore encouraging residents to socialise and travel around their local area. Therefore this alternative is considered to have a slight beneficial impact on this objective.	**+**	Walking and cycling infrastructure and promotion, with neighbourhood links, personalised travel planning, and enhanced bus services will assist in creating cohesive communities, and therefore this alternative is considered likely to have a slight beneficial effect on the objective.	**++**	This alternative details many measures that will help protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities, including: • Walking and cycling infrastructure and promotion, rights of way access to leisure, street lighting; • Improvements to access to strategic services, jobs and skills; • Access improvements for disabled people;, community transport / demand responsive transport / concessionary travel scheme extensions; • Improvements to the environment – including congestion busting schemes, speed limit reviews, security schemes, public realm improvements, and streetscape clean up. These measures will help to create a more welcoming and accessible environment within the Borough, and this option is therefore considered to have the potential to deliver a moderate beneficial effect against the objective.

Scale of Effect (SE):
+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse --- Large adverse
+/- Combination of beneficial and adverse ? Requires further clarification at this stage

SEA Objectives	Strategic alternatives							
	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
		only slight beneficial effects against the objective.						
14. To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	**0**	This alternative contains plans to improve access to strategic services, as well as to support regeneration and make improvements to the transport network within the Borough. Whilst this alternative may help improve accessibility to employment and training, due to the restricted funding for this option, and it being a continuation of LTP2 policies, it is considered to have a neutral effect on objectives.	**+**	This alternative focuses on prioritising access to labour and markets for businesses and to jobs for residents. Improvements to the local transport network in terms of congestion busting, junction improvements, traffic management, and road maintenance will make access improvements to jobs and training, however there are no specifically targeted improvements for accessibility to education. Therefore, overall this alternative is considered to have the potential to deliver a slight beneficial effect against this objective.	**+**	The inclusion of workplace and school travel plans, and enhanced bus and rail services within the Borough are likely to improve access to education and employment across Slough. However there are no specifically targeted improvements in relation to access to employment and training. Therefore, this alternative is considered to have the potential to deliver a slight beneficial effect on the objective.	**++**	This alternative includes measures to improve access to strategic services (Slough trading Estate, Wexham Park Hospital and Town Centre), as well as access to jobs and skills. It also provides links further afield to major employment destinations such as Heathrow, which is a major employer for Slough residents (even though it is situated slightly outside of the Borough). Improvements to public transport and the road network will improve access to employment and training across the Borough, and general public realm and environmental improvements will improve the quality of life for residents, and in turn raise the social and economic profile of the area. Therefore, this alternative is considered to have a moderate positive effect on this objective.
15. Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	**0**	This alternative focuses on increasing the use of sustainable modes of transport, reducing road based traffic and easing congestion, although with limited investment and mainly through continuation of LTP2 proposals and existing strategies. By doing this, modal shift from cars will be encouraged to some extent, which is likely to lead to some health benefits through increased active travel and reduced air pollution. However, the fact that there will be no major improvements for active travel and public transport is likely to encourage people to continue using private cars as their main mode of transport. Additionally, this alternative also aims to improve junctions and principal, non-principal and unclassified roads through increased maintenance programmes, which is likely to improve road conditions, thereby encouraging private car usage by making the roads more attractive. Therefore this alternative is considered to have a mix of effects and is therefore neutral against this objective.	**+**	Although the emphasis of this strategic alternative is on prioritising accessibility; schemes and measures to reduce road based traffic and increase the use of sustainable modes of transport are also being proposed. This may lead to some health benefits through increased active travel and reduced air pollution. Additionally, targeted congestion busting schemes and promotion of Urban Traffic Management and Control (UTMC)/ Intelligent Transport Systems (ITS)/ signal upgrades could reduce congestion in terms of queue lengths and distances and increase traffic speed, which can have benefits on local air quality, thus beneficial effects on health and wellbeing of the population. However, reliance on car usage will still be present to some extent as maintenance of principal, non-principal and unclassified roads is being proposed as part of this alternative, as is a less restrictive approach to car parking. On balance, this alternative is considered to deliver a range of effects considered to be slightly beneficial overall.	**+**	Although the emphasis of this strategic alternative is on reducing transport emissions; schemes and measures to reduce road based traffic and increase the use of sustainable modes of transport are also being proposed. This may lead to some health benefits through increased active travel and reduced air pollution. Consequently, this alternative is considered to have the potential to deliver slight beneficial effects against this objective.	**++**	The emphasis of this alternative is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport and discouraging private car usage through encouragement of smarter travel initiatives. This is likely to lead to health benefits through increased active travel. Access to health facilities may also improve, as will access for disabled people. Modal shift, whereby fewer car journeys are made, may reduce air pollution and improve human health further and reduce health inequalities. Overall, this alternative is likely to have moderate beneficial effects against this objective.
16. Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	**+**	With minimal levels of investment, this alternative proposes the following measures and schemes that are likely to reduce the number of road accidents: • Urban Traffic Control (UTC)/ Intelligent Transport Systems (ITS) and signal upgrades • traffic management • speed limit review and traffic calming measures • local safety schemes, including road safety education, training and publicity. These measures and schemes, along with an	**+**	Although the emphasis of this strategic alternative is on prioritising accessibility, schemes and measures to reduce road based traffic and increase the use of sustainable modes of transport are also being proposed. This will help to reduce the number of accidents and other incidents, most likely to a greater extent than alternative 1. However. the extent of these benefits may be limited by the continued dominance of private car users so this alternative is considered, on balance, to have slight beneficial effects against the objective	**+**	Although the emphasis of this strategic alternative is on reducing transport emissions, schemes and measures to reduce road based traffic and increase the use of sustainable modes of transport are also being proposed. This will help to reduce the number of accidents and other incidents. Consequently, this alternative is considered to have slight beneficial effects against this objective.	**++**	The emphasis of this alternative is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport and discouraging private car usage through encouragement of smarter travel initiatives. By doing this, modal shift away from cars will be encouraged. This is likely to reduce the number of accidents. In addition, some measures and schemes within this alternative specifically improve safety; these include Urban Traffic Control (UTC)/ Intelligent Transport Systems (ITS) and signal upgrades, speed limit review, traffic calming measures and local safety schemes, including road safety education, training and publicity.

Scale of Effect (SE):
+++ Large beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse --- Large adverse
+/- Combination of beneficial and adverse ? Requires further clarification at this stage

SEA Objectives	Strategic alternatives							
	Strategic Alternative 1: - Do Minimum: Minimal Level of Investment		*Strategic Alternative 2:* - It's the Economy: Prioritising Access to Labour and Markets for Businesses and to Jobs for Residents		*Strategic Alternative 3:* - Sustainable Travel Town: Taking all Feasible Actions to Reduce Transport's Contribution to Climate Change		*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)	
	SE	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**	**SE**	**Comments/ explanation**
		anticipated level of modal shift from cars to other modes, may help reduce the number of road accidents. Consequently, this alternative is considered likely to have slight beneficial effects against the objective.						Overall, the combination of these measures and schemes, plus the effect of traffic management, is considered likely to lead to moderate beneficial effects against the objective.
17. Reduce crime and the fear of crime *(Health specific objective)*	**+**	Improved walking and cycling infrastructure, along with public realm improvements and increased street lighting are likely to contribute to a reduction in crime and the fear of crime. Bus/rail interchange improvements are also likely to improve safety levels. Consequently, this alternative is considered to have slight beneficial effects against the objective.	**+**	Increased street lighting, proposed as part of this alternative is likely to contribute to a reduction in crime and the fear of crime. The alternative also makes a commitment to using transport as a means of delivering enhancements to the public realm. Consequently, this alternative is considered to have slight beneficial effects against the objective, although this may be to a lesser extent than alternative 1.	**0**	This alternative is likely to have limited public realm and safety schemes. There are therefore likely to be no tangible effects against this objective.	**++**	This alternative includes schemes that are likely to greatly contribute to a reduction in crime and the fear of crime, such as increased security schemes (CCTV, alleyway gating, bollards, etc.), increased street lighting and public realm improvements. Bus/rail interchange and rail station improvements are also likely to contribute to this objective. Overall, this alternative is likely to have moderate beneficial effects against this 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)*	**+**	With minimal investment, this alternative will provide some benefit for the community by proposing walking and cycling infrastructure, bus lanes and priority, access improvements for disabled people, and access to strategic services. Therefore it is considered to have a slight beneficial effect against the objective.	**++**	This alternative will make improvements to the transport network within the Borough, in terms of junction improvements, traffic management, and traffic control. These will have an indirect benefit on public transport operations in the Borough, as services will be able to run more effectively and on time with a reduction in congestion. Some bus and coach improvements are included in this alternative; however, they tend to focus on access from the Borough to locations outside of Slough, which will not realise the full potential for delivering community benefits. Street lighting, as well as a general reduction in congestion will make improvements to the walking and cycling environment within the Borough. Therefore, this alternative is considered to have the potential to deliver moderate beneficial effects against this objective.	**+**	Improvements to bus services within Slough, as well as bus/rail interchange improvements, ticketing schemes, walking and cycling infrastructure and public transport information enhancements will provide some benefits in terms of accessibility across the Borough. The implementation of workplace/school travel plans and personalised travel planning will promote alternative options available, complemented by the development of parking management measures and workplace parking levies, thus encouraging modal shift away from the use of private vehicles. Whilst these measures will have an impact on accessibility across the Borough, there are no direct access improvements to key services across the Borough; however, there is likely to be complementarity with wider land use planning policies. This alternative is therefore considered to have the potential to deliver a moderate beneficial effect on the objective.	**+++**	The alternative includes a range of schemes to improve accessibility across the Borough to key services including: • walking and cycling infrastructure • workplace and school travel plans, personalised travel planning; • community transport / DRT extensions; • Access to strategic services, jobs and skills; • Access improvements for disabled people; • Improvements to the public transport network – enhanced services, bus lanes, new links; and • Congestion busting schemes, traffic management, street lighting, security schemes, and public realm improvements which will make the local area more accessible (and appealing) to travel around by walking, cycling and public transport. Due to the range of measures aimed at improving accessibility to key services across the Borough, by public transport, walking or cycling (directly, or indirectly), this alternative is likely to have a significant benefit on this objective.

Appendix D - LTP3 Strategy Detailed Assessment

Table D.1 – Component 1: Accessibility and Smarter Choices Measures

Component 1	Accessibility and Smarter Choices Measures
Description	Focus on delivering sustainable transport to key destinations including: • Employment; • Town centre; • Leisure centres; • Healthcare; • Other facilities. Specific reference is made to working with BAA in respect of securing bus transport between Slough and Heathrow Airport, including alterations to the timetables to accommodate shift working. At Slough Trading Estate (STE), accessibility will be enhanced by the delivery of a demand responsive bus service. Measures will be explored in conjunction with the land use planning policies associated with the Masterplan for STE regeneration – co-ordination between transport and land use planning is viewed as key in this location. Healthcare accessibility is a key target area – the LTP3 incorporates targeted measures to improve access and public transport services linked to medical appointments and key healthcare destinations, including Wexham Park Hospital and local clinics. Opportunities to deliver reduced public transport costs to those with frequent medical appointments will be explored. The LTP3 will work with the land use policies to promote the development of local facilities and new housing, with the aim of reducing the need to travel. LTP3 seeks to ensure that new housing developments are designed to achieve maximum access to appropriate bus services and, where necessary, provision of pump-priming funding. In addition, environmental improvements will be targeted at deprived areas (specific reference made to Britwell, Chalvey and Baylis & Stoke). There is a commitment to investing in the bus fleet to ensure accessible vehicles (see also Component 7). Langley and Burnham Railway Stations will be subject to improvements to deliver enhanced accessibility, both in terms of travelling to the stations, as well as moving around within them. LTP3 recognises that managing the local roads used by HGVs to access the strategic road network (such as the motorways) is critical and the Council in partnership with FQP and along with neighbouring authorities and the Highways Agency will review the strategic traffic signing and identify other ways of providing information on appropriate freight routes to businesses and freight operators (see also Component 4). The LTP3 includes a commitment to delivering personalised travel planning to those with specific mobility needs. The aim is for this to be complemented by increased provision of rotating cones and audible crossing alerts at pedestrian crossings; training of staff involved in delivering public transport services; and mobility scooter hire. Information provision will be enhanced in respect of the public transport choices available to users. Specific initiatives include: • Targeted dissemination of information to specific demographic groups; • Extending the range of languages in which information is produced, reflecting the local demographics; • Including shopping centres in the list of places where public transport information is provided; • Raising awareness of a) the need for sustainable travel; b) workplace and school travel planning; c) car clubs and car sharing opportunities; and d) personalised travel planning services. Smarter Choices initiatives will aim to re-brand public transport to encourage increased levels of usage. LTP3 will also work as a complement to the efforts of the Local Enterprise Partnerships (LEPs) in terms of matching public transport provision to economic growth initiatives.

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

SEA Objectives		Description of effect on resources and receptors[31]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	LTP3 recognises that one of the national challenges is to achieve a 14% reduction in road transport carbon emission between 2008 and 2022. To support the national challenge, the Council has set targets to reduce CO_2 emissions in Slough by 40% by 2014 and to make Slough carbon neutral by 2010. This component aims to assist Slough to achieve the proposed target by focusing on delivering sustainable transport to key destinations, reducing the need to travel and facilitating lower carbon transport choices (smarter choices). LTP3 will play a key role in encouraging people to change the way they travel and this will be done through a marketing and communications plan with four different strands: • smarter choices campaign to raise awareness of the need to consider a sustainable approach to travel; • workplace and school travel planning, with cross-boundary working extended with neighbouring authorities and emerging Local Enterprise Partnerships (LEPs); • supporting car sharing, which will be a core component of workplace travel planning activities, and introducing car clubs; and • 'personalised travel planning' for users with specific mobility requirements. Additionally, by also focusing on delivering improved sustainable transport to key destinations and by working closely with BAA and STE in respect of securing bus transport between Slough and Heathrow Airport and Slough and STE, respectively, this component is likely to discourage private car use and push people to public transport through effective modal shift, thus contributing to reducing GHG emissions. Working with the land use policies (Policy 7 of the LDF Core Strategy) to promote the development of local facilities and new housing, with the aim of reducing the need to travel, is likely to also bring potential benefits against this objective.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **moderate beneficial**. This component is expected to result in a decrease in carbon emissions mainly due to increased uptake of smarter choices.

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

		Although all these measures are likely to have some influence in overall GHG emissions and contribute to its reduction, the increased uptake of smarter choices are expected to significantly decrease GHG emissions and contribute to achieve the national target – this forms part of the baseline predictions for transport, irrespective of the LTP3 measures and the assessment reflects this. Overall, the effects are likely to be **moderate beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.				
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The emphasis of this component is on delivering efficient and reliable sustainable transport to key destinations, including town centre, leisure centres, healthcare and other facilities, and employment areas, with special focus on securing public transport between Slough and Heathrow Airport that accommodated shift working. In addition, LTP3 aims to improve travel opportunities around Slough, especially in the most deprived wards (Britwell, Chalvey and Baylis & Stoke). By extending the range and coverage of sustainable transport options, this component is likely to improve the efficiency of sustainable modes of transport. This component also seeks to ensure compliance with Policy 7 of the Slough Core Strategy DPD, which seeks to reduce the need to travel to and from new housing developments by less sustainable modes. The Council will, along with planning partners, ensure that new housing developments are designed to achieve maximum travel choice. All these measures will contribute to **moderate beneficial** over the **medium to long term**.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **moderate beneficial**. This component is expected to reduce the need to travel by car and improve the efficiency of sustainable modes of transport.
3	Reduce noise, vibration and light pollution from transport	By focusing on delivering sustainable transport to key destinations, by reducing the need to travel and by increasing smarter choices initiatives within the Borough, this component offers the potential to contribute to reduced levels of noise, vibration and light from private vehicles, although this will be counterbalanced by increases in heavier vehicles such as buses. LTP3 highlights that work will be undertaken in conjunction with	0	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to deliver accessible sustainable modes of transport and smarter choices

		DEFRA on action plans for areas with significant traffic noise. However, levels of noise, vibration and light pollution may slightly increase in certain places such as around bus stops and train stations (e.g. Langley and Burnham Railway Stations). Overall, it is likely that the component would result in a **neutral** balance of effects against this SEA objective, in the **short to medium term,** rising to **slight beneficial effects** in the **longer term**				initiatives, the overall assessment of impacts predicts **slight beneficial** effects.
4	Reduce air pollution and ensure air quality continues to improve	The measures within the component aim to deliver enhanced and increased sustainable transport to key destinations, reduce the need to travel and facilitate lower carbon transport choices (smarter choices). These measures are likely to discourage private car use and push people to public transport through effective modal shift, thus reducing air pollution. Overall, the effects are likely to be **moderate beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **moderate beneficial.** This assessment is primarily attributed to increased accessibility by sustainable modes of transport, increased use of smarter choices and reduced need to travel.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	By focusing on delivering sustainable transport to key destinations and in increasing smarter choices, this component is likely to contribute to reducing the rate of traffic growth, thus reducing noise and air pollution arising from transport. Additionally, improved accessibility can improve public access to the existing heritage assets. Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	Additional emphasis could be placed on the importance of considering improved accessibility by sustainable modes of transport to existing heritage assets. In addition, heritage assets should be identified as a consideration in the design of new transport infrastructure.	Low	On the basis that the component seeks to increase accessibility by sustainable transport, the overall assessment of residual impacts predicts **moderate beneficial** effects.
6	Identify, manage and protect habitats and species which are important on an	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be presented in a separate report at a later stage.				

	international scale *(HRA specific objective)*					
7	Identify, manage and protect habitats and species which are important on a national and local scale	The level of intervention in this component is likely to result in slight beneficial effects on the biodiversity. By focusing on delivering sustainable modes of transport and adhering to smarter travel, this component offers good prospects in terms of potential to reduce traffic growth, thus reducing noise and air pollution arising from transport, conveying slight benefits to existing habitats and species. Overall, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to deliver sustainable modes of transport and smarter choices initiatives, the overall assessment of impacts predicts **slight beneficial** effects.
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Though this component might lead to modal shift away from cars, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. On the other hand, accessibility is expected to increase as the strategy proposes a direct rail link from the Great Western Main Line to Heathrow airport (known as the 'Western Rail Access') and creation of a rapid transit service along the A4 corridor. Although two potential routes for the new rail link are being investigated, depending upon the location of the Western Rail Access to Heathrow and the rapid transit service, the component may or may not contribute to potentially affecting groundwater quality and resources through surface water run-off. In either case, mitigation should be possible through design and adverse effects in terms of risk of pollution will mainly occur during the construction stage. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **slight adverse effects** throughout the Plan period, linked to works (i.e. **short to long term**).	-	The LTP3 should include reference to the requirement for Construction Environmental Management Plans (CEMP) to be produced for the works that will be delivered during the Plan period. This should reduce the risk of pollution, resulting in a more favourable assessment.	Low	Overall, taking the recommendations into consideration, the component is predicted to have **neutral** effect against the SEA objective.
9	Enable adaptation to the effects of climate change including the risk of flooding	Though this component might lead to modal shift away from cars, this is likely to have little effect on the level of flood risk. On the other hand, by increasing accessibility with the	-	The LTP3 should make a commitment to using construction as a means of introducing materials that are resilient to climate	Low	Overall, taking the recommendations into consideration, the

		proposed 'Western Rail Access' and the rapid transit service along the A4 corridor, the component may or may not contribute to an increase in flood risk. This is mainly due to the fact that whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **slight adverse effects** against the objective over the **short to long term**.		change and introducing additional green infrastructure as part of the proposed schemes where appropriate.		component is considered to have the potential to deliver **neutral effects.**
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	This component has a range of measures, some of which will limit the extent of resource use and waste generation: for example, Smarter Choices initiatives, reduced need to travel and delivery of sustainable transport to key destinations are all ways of reducing car reliance and thus the use of finite sources such as petrol. The personalised travel planning to those with specific mobility needs is another example of achieving transport benefits with limited physical resources. Overall, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift, largely within the context of the existing transport network.	+	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **slight beneficial**. Effects are characterised as geographically widespread because of the nature of resource use and waste disposal and irreversible.
11	Maximise the use of renewable energy and technologies and increase energy efficiency	This component is likely to have **no effect** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, this component is likely to have **no effects** against this SEA objective.
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	By focusing on delivering sustainable transport to key destinations and increasing smarter choices, this component is likely to contribute to reduced rates of traffic growth over the baseline predictions. Reduced traffic growth is likely to play a role in enhancing the landscape and townscape character. Additionally, improved accessibility can improve public access to the existing natural greenspace. Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	Additional emphasis could be placed on the importance of considering improved accessibility by sustainable modes of transport to existing natural greenspace.	Medium	On the basis that the component seeks to increase accessibility by sustainable transport, the overall assessment of residual impacts predicts **slight beneficial** effects.

13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	The emphasis of this component is to deliver more sustainable transport to key destinations, both across the Borough but also within individual communities. This will be achieved through improvements to public transport services/information and enhancing the local environments for pedestrian and cyclists. Such measures will seek to encourage residents to access local services through sustainable travel and thus enhance both an individual's inclusion but also community cohesion, Specifically, measures proposed will help the following vulnerable groups: • Mobility impaired / Disabled – personalised travel planning for those with specific mobility needs, increased provision of rotating cones and audible crossing alerts, mobility scooter hire, training of public transport operator staff, improvements to rail stations, and changes to bus fleet to make them more accessible; • Residents in deprived areas – environmental improvements to enhance the local walking and cycling environments and improved access to key destinations such as work opportunities; • Shift workers who may be vulnerable when travelling at night – by making alterations to the bus network to Heathrow Airport to accommodate shift working; • Residents with long term illnesses - exploration of the opportunity to deliver reduced public transport costs to those with frequent medical appointments, and improved access to healthcare facilities; and • Residents whose first language is not English - extending the range of languages public transport information is available in. Each of these measures will aid the travelling experience of such vulnerable groups and subsequently further encourage such travel, enhancing both an individual's inclusion, along with local community cohesion. . Taken together, these measures have the potential to deliver a **large beneficial** effect against the SEA objective over the **short to medium term**, based on the potential to improve the travel horizons for vulnerable residents, and to provide a range of suitable transport options for these	+++	The LTP3 includes a number of measures to improve transport options for vulnerable residents and therefore enhance community cohesion. No further mitigation has been considered as part of this assessment.	Medium	Overall, **large beneficial** effects are likely to be noted by vulnerable residents from this component due to the improvements to their travel options. This will encourage mobility both within local communities and across the Borough

		groups.				
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	The overall objective of this component is to deliver sustainable transport to key destinations including employment establishments. Specific reference is made to two key employment sites in the area – Heathrow airport (by changing bus times to coincide with shift working) and Slough Trading Estate (by placement of demand responsive transport and land use planning). These sites may have been previously inaccessible to some residents. However the component improvements may now enable these sites to become a viable opportunity for work for such residents. Access to the town centre is also considered as a key priority in this component which should provide improved access to education, training and employment opportunities. The component also includes raising awareness of workplace travel planning, car clubs and car sharing opportunities and personalised travel planning services which will assist residents to access employment and education facilities. Overall, this component has the potential to deliver a **moderate beneficial** effect on the SEA objective in the **medium to long** term, based primarily on the potential to provide improved / enhanced transport options to various employment opportunities and education establishments within the Borough.	++	This component focuses on access to employment, and general improvements to accessibility. This will have a general impact on access to education, however without specific improvements targeted at training and education facilities such impacts are likely to be restricted. 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 suggested Whilst the above enhancement is suggested, No mitigation has been considered necessary as part of this assessment.	Medium	Overall, this component will have a **moderate beneficial** effect, due to accessibility improvements to employment destinations, the town centre, and education establishments which will help raise the attainment levels and aspiration of residents in the Borough.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Healthcare accessibility is one of the key targets of this component. To improve access to healthcare facilities, the Council will work with healthcare partners to identify existing problems and increase accessibility. Identified measures include: • increase access to healthcare facilities, with a key focus on Wexham Park Hospital, as an integral part of strategic health development plans; • identify accessibility problems arising from particular patterns of medical appointments; • ensure that information is disseminated to patients on public transport serving healthcare facilities; and • explore the possibility to offer fare reductions for those required to attend frequent medical appointments.	+++	No further mitigation has been considered as part of this assessment.	High	On the basis that the component seeks to increase accessibility to healthcare facilities by sustainable transport, the overall assessment of residual impacts predicts **large beneficial** effects.

		All these measures are likely to greatly contribute to improving the health of the population and reducing health inequalities. In addition, by seeking to discourage private car usage through increased accessibility by sustainable transport, reduced need to travel and smarter choice education and awareness, this component is likely to further improve health through reduced air pollution. Consequently, the effects are likely to be **large beneficial** over the **medium to long term** based primarily on the potential to increase accessibility and foster sustainable travel behaviours and deliver modal shift.				
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	By focusing on delivering sustainable transport to key destinations and increasing smarter choices, this component is likely to encourage modal shift away from cars. This is likely to contribute to a reduction in the number of accidents. Consequently, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to encourage modal shift away from cars, the overall assessment of residual impacts predicts **slight beneficial** effects.
17	Reduce crime and the fear of crime *(Health specific objective)*	This component is likely to have **no effect** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, this component is likely to have **no effects** against this SEA 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)*	This component has an overarching aim to deliver improved sustainable transport to key destinations across the Borough (employment, town centre, leisure centres, healthcare and other facilities), enhancing accessibility levels by: • Improving access to Heathrow Airport and Slough Trading Estate (the two main employment destinations for residents in the Borough); • Improving access to Wexham Park Hospital and local clinics (with exploration of reduced fares for those requiring frequent appointments); • Making accessibility improvements for the mobility impaired / disabled, so that public transport is a feasible option for this group;	+++	No mitigation has been considered necessary as part of this assessment. However to enhance the benefits of this component, a specific access issue assessment could be carried out 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	Medium	Overall, levels of accessibility within the Borough are good, and therefore this component focuses on enhancing the existing transport provision in the Borough to ensure that transport options are available for all to key

		• Raising awareness of alternative travel options (provision / promotion of personalised travel planning, workplace and school travel plans, car clubs, car sharing etc.), disseminating public transport information more widely; • Reducing the need for travel by developing land use policies to include housing and local facilities; • Environmental improvements in deprived areas which will encourage people to walk / cycle / use public transport; and • Improving the image of the public transport system – as this has been identified as a key issue for residents in the Borough. Overall, this component has the potential to deliver a **large beneficial** effect on the SEA objective, in the **short to medium** term. Generally, the public transport network across the Borough is good and delivers a high level of accessibility to key facilities during the daytime. However these improvements aim to further enhance such provision for those travelling during unsociable hours or unable to travel on mainstream transport, ensuring the network is is accessible for all.		options are sufficient i.e. are bus stops located in the right place, is there relevant information at each public transport stop etc.		destinations. As a result, the accessibility improvements to local residents, in terms of range of transport options available, and assistance with travel, are considered to have a **large beneficial** effect.

Table D.2 – Component 2: Cycling Measures

Component 2	Cycling Measures
Description	The LTP3 will deliver investment in the public realm, including through the use of s106 (planning obligations), to encompass the following: • Re-allocation of carriageway space to deliver new and wider cycle lanes; • Improved surfaces for cycling; • Kissing gates to enable use by cycling, but exclude unwanted powered two-wheelers; • Secure and covered cycle storage; and • Enhanced safety and security for users. Cycle links will be provided and steps will be taken to remove barriers to cycling. Para. 7.7.32 states that cycling will be promoted through: • *"widening of existing cycle lanes, providing feeder lanes on the approach to traffic signals, using hatching to increase deflection on mini-roundabouts and at other priority junctions;* • *Identification and addressing barriers to cycling such as traffic hazards, indirect routes, conflicts with pedestrians;* • *Safeguarding the cycle network through the planning process and requiring new developments to provide access and facilities for cyclists;* • *Taking account of the needs of cyclists in safety and other engineering schemes; and* • *Providing safe and protected cycle parking in areas of high demand in the town centre and elsewhere."* The Slough Cycle website will be maintained and developed to include a second hand cycle forum. The 'Re-cycle' scheme will also be pursued, whereby recovered bicycles are serviced and sold on to local people at reduced rates. Cycle marking will be delivered, in the interests of increasing security. The Cycling Map will be updated and circulated. Travel planning will be used to promote cycling, particularly the potential for integrating cycling and rail use. Cycle training, already delivered to schools through the travel planning process, will be extended to adults. Transport schemes will be subject to a cycle audit to ensure that provision is not compromised by new infrastructure. Cycling will be promoted for health benefits, including complementary approaches in the 'Health and Well-Being Strategy' and the 'Slough shrinks when you cycle' campaign. The LTP3 will work with the land use policies to ensure that new housing developments are designed to achieve appropriate provision for, and promotion of cycling.

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

SEA Objectives		Description of effect on resources and receptors[32]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	The component provides a broad package of measures aimed at both facilitating an increase in the quality and range of provision for cyclists, as well as fostering alterations in travel behaviours designed to promote an increase in cycle usage. Travel planning provides the opportunity to ensure that	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial.** This assessment is primarily

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

		the potential for regular commuting journeys (i.e. to school or work) to be undertaken by bicycle is promoted; and the complementarity between the LTP3 and land use planning should assist in ensuring that new development incorporates facilities and opportunities for cycling. Taken together, these measures have the potential to deliver **moderate beneficial** effects against the SEA objective over the **medium to longer term**, based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.				attributed to increased opportunities for cycling and softer measures to encourage modal shift.
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The measures within the component include a commitment to ensuring that the cycling strategy for Slough is complementary to the land use planning policies of the LDF. This should assist in ensuring that there are increased opportunities for journeys, particularly short journeys, to be undertaken by bicycle. In addition, the measures include the delivery of an enhanced environment for cycling through a combination of actions including wider cycle lanes, increased links and connectivity and delivering additional cycle parking. Enhanced provision will be supported by education and training to encourage increased usage levels. Consequently, the component is considered to deliver significant benefits to the cycling environment which, when considered against the objective (which seeks the development of a range of transport modes), is considered to offer the potential for **slight beneficial** effects over the **medium to longer term.**	+	Additional emphasis could be placed on the importance of considering cycling as a key mode within proposals for interchange enhancement (e.g. at railway and bus stations).	Medium	On the basis that the objective seeks improvements across a range of modes, the overall assessment of residual impacts predicts **slight beneficial** effects
3	Reduce noise, vibration and light pollution from transport	The measures within the component aim to deliver a significant increase in the range, coverage, quality and potential for local residents to access cycle routes and bicycles. Particular emphasis is placed on promoting cycling as an effective mode for shorter journeys. Insofar as there is likely to be some increase in cycling over the **medium to longer term** as a result of the measures, there is the potential for the component to deliver some modal shift to a non-polluting mode of transport. The baseline context in Slough is one of very high levels of noise, vibration and light pollution from a range of transport modes (strategic roads, aviation and rail) that modal shift alone offers little potential to address	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial**. This assessment is set against a baseline context of very high levels of noise, vibration and light pollution from a range of modes.

		in the lifetime of the plan. Consequently, the component is considered to offer the potential to deliver **slight beneficial effects** against the SEA Objective, which are likely to be most tangible at the local level.				
4	Reduce air pollution and ensure air quality continues to improve	The measures within the component aim to deliver the appropriate conditions and encouragement to effect an increase in the proportion of trips made by bicycle within the Borough. This has the potential to deliver the most tangible effects at the local level for short trips. There is considered to be the potential for **moderate beneficial** effects to be experienced at the **local level** in the **medium to longer term**.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial**, based on likely modal shift delivering benefits at the local level.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	The component incorporates a broad range of measures, only some of which will have a physical manifestation in the streetscene (e.g. widening of cycleways, additional signage and new links). On this basis, given the current baseline conditions in Slough, the potential for the component to have tangible impacts on heritage assets in terms of physical changes to the streetscene is considered slight. There is some potential for effective modal shift to deliver localised improvements in terms of reduced air pollution and vibration. On balance, it is considered that the overall effect of the component will be **neutral** from the **short to longer term** (i.e. the duration of the Plan).	0	No further mitigation has been considered as part of this assessment.	High	Overall the effects are predicted to be **neutral**, based on a balance between minor alterations to the streetscene and localised impacts from modal shift to cycling.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be 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	The component incorporates a broad range of measures, only some of which will have a physical manifestation in the streetscene. Of these, the LTP3 envisages that the overwhelming majority will involve re-allocation of existing carriageways to deliver cycle lanes or improvements to established routes – the component does not envisage any major new routes and is therefore unlikely to have adverse impacts of biodiversity through new construction and disturbance. In addition, the package of measures aimed at pro-actively changing travel behaviours offers	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial** based on low physical impact of measures and potential for modal shift to

		considerable potential to deliver modal shift from cars to cycling over time, with attendant benefits in terms of reduced noise, vibration and pollution. There is considered to be the potential for **slight beneficial effects** in the **medium term,** rising to **moderate beneficial effects** in the **longer term**.				cycling.
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	The component does not envisage the construction of substantial areas of new hardstanding – the additional provision is predominantly to be delivered through re-allocation of existing carriageways and improvements to established routes. Where new hardstanding is proposed, other policies will ensure then maintenance of Greenfield run off rates. There is the potential for the pro-active promotion of cycling as an alternative to the car to deliver modal shift, which could deliver enhanced air quality and reduced traffic-derived pollutants, particularly for shorter trips. Overall, there is considered to be the potential for the component to deliver **slight beneficial effects** over the **medium to longer term.**	+	LTP3 could include a plan identifying where any new cycle routes will be proposed, supported by the commitment to maintaining Greenfield run off rates. This will strengthen the certainty with which predictions can be made.	Low	Overall the effects are predicted to be **slight beneficial** based on low levels of physical infrastructure and potential for modal shift to cycling.
9	Enable adaptation to the effects of climate change including the risk of flooding	The low level of new construction envisaged within the component should ensure that the potential for increased flood risk is negligible at worst. Increased walking and cycling offers opportunities to reinforce the local green infrastructure network, providing uninterrupted corridors that can be used to benefit wildlife as well as cycling. Increased walking, delivering modal shift, may bring benefits in terms of reducing the proportion of trips, particularly local trips, undertaken by more polluting modes of transport. Overall the component is considered to offer the potential for **slight beneficial effects** in the **medium to longer term.**	+	No further mitigation has been considered as part of this assessment.	Low	Overall the effects are predicted to be **slight beneficial** based on low levels of physical infrastructure and potential for modal shift to cycling.
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	The component includes a limited amount of construction to deliver an enhanced environment for cycling. Although much of this will be delivered via re-distribution of carriageways, there is the potential for some resource use arising from new links and general improvements. Overall the component is considered likely to deliver **slight adverse effects** against the objective, realised in	-	The LTP3 could benefit from a commitment to sourcing new materials from sustainable sources and ensuring adherence to sustainable construction practices in all new infrastructure development.	Low	Taking the potential impact of the recommendations into consideration, the effects are predicted to be

		the **medium to longer term**.				**neutral**.
11	Maximise the use of renewable energy and technologies and increase energy efficiency	Given the nature of the component, there is limited scope for the measures to deliver any tangible effects. The component is predicted to have **no effects** against this objective for the duration of the LTP3 (i.e. **short to long term**).	0	No further mitigation has been considered as part of this assessment.	Medium	Overall the assessment predicts **no effects** against this objective.
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	The component incorporates a broad range of measures, only some of which will have a physical manifestation in the streetscene (e.g. widening of cycleways, additional signage and new links). On this basis, given the current baseline conditions in Slough, the potential for the component to have tangible impacts on the streetscene is limited, albeit that additional cycle routes and signage is likely to deliver an increase in visual clutter. Other LTP3 policies indicate that infrastructure works will also be used as an opportunity to deliver public realm enhancement where possible, which may offset any potential adverse effects. The component does not identify all of the routes and links that are envisaged; however, it is likely that there will be some impact in terms of increasing potential to access greenspace by bicycle. On balance, it is considered that the overall effect of the component will be **slight beneficial** in the **short term**, rising to **moderate beneficial** in the **medium to longer term.**	++	LTP3 could include a plan identifying where any new cycle routes will be proposed, supported by the commitment to ensuring that new infrastructure is designed to minimise disturbance to flora and fauna. This will strengthen the certainty with which predictions can be made.	Low	Overall the assessment predicts **moderate beneficial effects** realised over the medium to longer term, as a result of design considerations for cycle routes and the potential for increased permeability of greenspace.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	This component focuses upon improving the cycling environment within the Borough, including improved conditions for cycling on the road network and improvements to security and storage. Cycle use is likely to be encouraged by such improvements, particularly if undertaken within deprived areas and through the delivery of specific cycle training and the introduction of the second hand cycle forum for those on lower incomes. The identification of barriers to cycling and known conflicts with pedestrians will benefit cyclists and pedestrians alike (including the mobility impaired – as conflicts with cyclists are often an issue). . This component is considered to have a **slight beneficial**	+	No mitigation measures are considered necessary as part of this assessment. However to enhance the benefits of this scheme, a cycle audit could be undertaken 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.	Medium	Overall, this component is likely to have a **slight beneficial** effect, based on the improvements to the cycling environment and encouraging effective cycling across the Borough (i.e. removing conflicts with pedestrians, which will benefit the mobility

		effect on this objective, in the **medium term**, due to public realm improvements and increased access to low cost bicycles which will encourage people to cycle around the local area leading to enhancements in community cohesion.				impaired).
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	The encouragement of cycling as a result of the component measures will have an impact on improving accessibility levels to training, education and employment opportunities across the Borough. Furthermore integrating cycle and rail use will enable access to a wider variety of destinations outside of the Borough. Therefore, this component is considered to have a **slight beneficial** effect on this objective in the **medium term,** based on improved / enhanced levels of cycling accessibility across the Borough.	+	No mitigation measures are considered necessary as part of this assessment. However to enhance the benefits of this scheme, a cycle audit could be undertaken to look at access to specific employment and education sites within the Borough.	Medium	This component is considered to have a **slight beneficial** effect on this objective, due to increasing accessibility by cycling across the Borough through cycle network improvements / additions and the integration of cycle and rail use.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	The component incorporates a package of measures that offer considerable potential to increase the range of cycle routes, affordability of cycling and promotion of this transport mode as beneficial in terms of cost, convenience and, of specific relevance to this objective, health and well-being. The LTP3 envisages that the measures will be complementarily connected to a range of other initiatives to promote cycling as part of a healthy lifestyle. The component is predicted to offer the potential for **large beneficial effects**, likely to be realised over the **medium to longer term.**	+++	No further mitigation has been considered as part of this assessment.	High	Overall the effects are predicted to be **large beneficial** as a result of the multi-faceted approach to cycling promotion set out in the LTP3.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	The component includes a range of measures that include improving the coverage and safety of cycle routes (e.g. improved surfacing, widening of cycle ways, prioritisation of space for cyclists at major junctions), as well as a package of training for cyclists in conjunction with travel planning. The component is predicted to offer the potential for **large beneficial effects**, likely to become most apparent over the **medium to longer term.**	+++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **large beneficial** as a result of the combination of route enhancement and training proposed.
17	Reduce crime and the fear of crime	Insofar as the effective promotion of cycling as a mode of transport, particularly for short trips, should work as a	++	No further mitigation has been considered as part of	Low	Overall the effects are

	(Health specific objective)	complement to improved routes to deliver an overall increase in cycling, there is potential for increased natural surveillance that offers benefits for fear of crime. In addition, enhancement of cycling routes may offer some potential for improved lighting. As part of the travel planning process, the component includes measures to train cyclists, which is likely to include advice on the safety and security of users and their bicycles. In addition, travel planning should promote increased installation of secure and covered cycle parking, which should assist in reducing cycle related theft/crime. Overall, the component is predicted to offer the potential for **moderate beneficial effects** in the **longer term** as the various measures start to make an impact.		this assessment.		predicted to be **moderate beneficial** as the measures to improve cycle ways and train cyclists begin to have an impact.
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)*	This component focuses on improving cycling accessibility across the Borough by: • Making physical improvements to the cycle network; • Integrating cycle and rail use; • Improving access to cycling – by providing cycle training, cycle storage, and a forum / Re-cycle scheme for second hand bicycles, updating the cycle map; and • Enhancing the cycling environment - removing barriers between cyclist and pedestrians, kissing gates, removal of traffic hazards. The measures suggested in this component will improve the opportunity and appetite to cycle, through the enhanced cycle network and facilities and the promotion of the health benefits of this mode of travel. Removal of the barriers between cyclists and other travellers will have a positive impact on cyclists and other highway users and this component is therefore considered to have a **moderate beneficial** effect on this objective in the **medium term**.	++	No mitigation measures are considered necessary as part of this assessment However to enhance the benefits of this scheme, a cycle audit could be undertaken to look at access to specific employment and education sites within the Borough, to ensure that key services are as accessible as possible by cycling.	Medium	Overall, this component is considered to have a **moderate beneficial** effect on this objective, due to accessibility improvements to the cycle network, as well as measures designed to enable people to access this mode of transport, to feel confident and safe when cycling, and to improve conditions for both cyclists and walkers within Slough.

Table D.3 – Component 3: Walking and Rights of Way Improvement Measures

Component 3	Walking and Rights of Way Improvement Measures
Description	A hierarchy of routes will be developed to assist in prioritising investment and targeting future requirements for walking routes. The LTP3 will deliver investment in the public realm, including through the use of s106 (planning obligations), to encompass the following: • Improved surfaces for walking; • Installation of ramps, handrails, kissing gates and possible gating of alleyways through the Rights of Way Improvement Plan (ROWIP), working with the Local Access Forum; • Investment in safety and security to reduce crime; • Enhanced maintenance to ensure timely filling of potholes and other hazards (e.g. overhanging branches); • Improved links, including specific reference to links between the railway station and the High Street and delivery of a tree lined boulevard along the A4; and • Traffic calming to reduce severance. The LTP3 will work with other strategies and initiatives to encourage the establishment of community events in public open spaces; and the promotion of the health benefits of walking. Transport schemes will be subject to a pedestrian audit to ensure that provision is not compromised by new infrastructure. Walking will be promoted as part of travel planning. For schools, this will include initiatives such as walking buses and walk to school awards – this will be in collaboration with the 'Travelling to Schools Strategy'. The LTP3 will work with the land use policies to ensure that new housing developments are designed to achieve appropriate provision for, and promotion of walking.

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

SEA Objectives		Description of effect on resources and receptors[33]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	The component provides a wide range of measures aimed at both facilitating an increase in the quality and range of provision for pedestrians, as well as fostering alterations in travel behaviours designed to promote an increase in walking. Additionally, the walking strategy, combined with the RoWIP, is directed at improving and encouraging more people to walk. Travel planning provides the opportunity to ensure that walking is promoted as a potential way of travelling for regular commuting journeys (i.e. to school) and the complementarity between the LTP3 and land use planning should assist in ensuring that new housing developments incorporate facilities and opportunities for walking.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial.** This assessment is primarily attributed to increased opportunities for walking.

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

		Taken together, these measures have the potential to deliver **moderate beneficial** effects against the SEA objective over the **medium to longer term**, based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.				
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The measures within the component include a commitment to ensuring that the walking strategy for Slough is complementary to the land use planning policies of the LDF, which seek to reduce the need to travel by less sustainable modes. This should assist in ensuring that there are increased opportunities for walking journeys, particularly short journeys. Slough's walking strategy also promotes infrastructure enhancements on important links to and from the railway station, which is likely to increase the efficiency and attractiveness of walking. In addition, to improve the efficiency of walking, the Council will define a hierarchy of walking routes (primary, secondary and tertiary routes) across Slough, which will also help to target future improvements. Footway and footpath improvement schemes will also be delivered as part of this component, linking with public spaces, schools and community facilities. Measures also include the delivery of an enhanced environment for walking through a combination of actions including improved public realm and increased links and connectivity. Enhanced provision will be supported by education and training to encourage increased usage levels. Consequently, the component is considered to deliver benefits to the walking environment which, when considered against the SEA objective, are considered to offer the potential for **moderate beneficial** effects over the **medium to longer term.**	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the objective seeks improvements across a range of modes, the overall assessment of impacts predicts **moderate beneficial** effects
3	Reduce noise, vibration and light pollution from transport	The measures within the component aim to deliver a significant increase in the range, coverage, quality and potential for local residents to access footways and footpaths. Particular emphasis is placed on promoting walking as an effective mode for shorter journeys. As there is likely to be some increase in walking over the **medium to longer term** as a result of the measures,	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial**. This assessment is set against a baseline context of very high levels of noise, vibration

		there is the potential for the component to deliver some modal shift to a non-polluting mode of transport. The baseline context in Slough is one of very high levels of noise, vibration and light pollution from a range of transport modes (strategic roads, aviation and rail) that modal shift alone offers little potential to address in the lifetime of the plan. Consequently, the component is considered to offer the potential to deliver **slight beneficial effects** against the SEA Objective, which are likely to be most tangible at the local level.				and light pollution from a range of modes.
4	Reduce air pollution and ensure air quality continues to improve	The measures within the component aim to deliver the appropriate conditions and encouragement to effect an increase in the proportion of walking trips within the Borough. This has the potential to deliver the most tangible effects at the local level for short trips. There is considered to be the potential for **moderate beneficial** effects to be experienced at the **local level** in the **medium to longer term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial**, based on likely modal shift delivering benefits at the local level.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	By focusing on encouraging and increasing walking levels within the Borough, this component is likely to contribute to reducing traffic growth, thus reducing noise and air pollution arising from transport. Additionally, improved accessibility, due to improved and new footway and footpaths, can improve public access to the existing heritage assets. Measures that aim to enhance the public realm also offer the potential to deliver improvements to the setting of heritage assets. Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	Additional emphasis could be placed on the importance of considering improved accessibility by walking to existing heritage assets.	Low	On the basis that the component seeks to increase walking and foot links, the overall assessment of residual impacts predicts **slight beneficial** effects.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be presented in a separate report at a later stage.				
7	Identify, manage and protect habitats and	By focusing on encouraging and increasing walking levels within the Borough, this component is likely to result in	+	Additional emphasis could be placed on the importance	Medium	Taking the mitigation into

	species which are important on a national and local scale	slight beneficial effects on biodiversity. This component offers good prospects in terms of potential to reduce traffic growth, thus reducing noise and air pollution arising from transport, conveying slight benefits to existing habitats and species. In addition, the RoWIP intends to make sure that the most effective use is made of the network that provides access to the wider natural environment, including the Jubilee River. Overall, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours, improve the quality of the walking network and deliver modal shift.		of considering 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).		consideration, on the basis that the component seeks to increase walking and accessibility to the natural environment, the overall assessment of residual impacts predicts **moderate beneficial** effects.
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Though this component will lead to modal shift away from cars through increased walking, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. Overall, it is likely that the proposed scenario would result in **no tangible effects** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **neutral**. This assessment is set against a baseline context of high levels of traffic and existing transport infrastructure.
9	Enable adaptation to the effects of climate change including the risk of flooding	Though this component will lead to modal shift away from cars through increased walking, this is likely to have little effect on the level of flood risk. Overall, it is likely that the proposed scenario would result in **no tangible effects** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **neutral**. This component is unlikely to change the current baseline in terms of flooding.
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	The measures within the component aim to deliver the appropriate conditions and encouragement to effect an increase in the proportion of walking trips within the Borough. This is likely to reduce car reliance and thus the use of finite resources such as petrol. Physical improvements and maintenance of Rights of Ways, footpaths and footways are likely to result in temporary resource use and waste generation. However, as the effects are likely to be mainly during maintenance stage, thus temporary, the adverse effects are not likely to counterbalance the benefits from increased walking. Overall, the balance of effects are likely to be **slight beneficial** over the **medium to long term** based primarily	+	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **slight beneficial**. Effects are characterised as geographically widespread because of the nature of resource use and waste disposal.

		on the potential to increase walking and deliver modal shift.				
11	Maximise the use of renewable energy and technologies and increase energy efficiency	This component is likely to have **no effect** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, this component is likely to have **no effects** against this SEA objective.
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	This component proposes high levels of investment for maintaining and enhancing walking routes to make them more attractive. Improved walking infrastructure, combined with public realm improvements, is likely to enhance townscape. Improved pedestrian links to be delivered include a link between a new railway station and the High Street. Creation of a tree-lined boulevard along the A4 Bath Road will bring enhanced townscape. Reduced traffic growth as a result of increased walking is also likely to play a role in enhancing the landscape and townscape character. In addition, the RoWIP intends to make sure that the most effective use is made of the network that provides access to the wider natural environment, including existing natural greenspace. Overall, the effects are likely to be **moderate beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase walking and accessibility to the natural greenspace, the overall assessment of impacts predicts **moderate beneficial** effects.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	The measures included in this component will assist with creating cohesive communities by reducing severance through traffic calming measures and by creating a welcoming environment for pedestrians by improving security, filling of potholes and removing other hazards In particular for those with mobility problems, creating a more welcoming space by improving surfaces and installing ramps and handrails will further encourage more pedestrian activity around the local area. Encouragement of community events in open spaces will further encourage community cohesion. This component is therefore considered to have a **large beneficial** effect on this objective, in the **short to medium term,** based on its potential to create a more welcoming environment for walking and community interaction, improving safety and security, and making specific access improvements for those with mobility	+++	No mitigation has been considered necessary as part of this assessment. However to enhance the benefits of this component, walking audits could be undertaken within the Borough to examine the walking infrastructure/environment in key destinations, and specifically in deprived areas.	Medium	Overall, this component is considered to have a **large beneficial effect** due to its potential to create a more welcoming environment for walking and community interaction, and its improvements for those with mobility impairments.

		impairments.				
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Measures included in this component will ensure that the walking environment within the Borough is improved, by means of improved surfaces, timely maintenance, improved safety and security, and provision of improved links within the town. This component is therefore likely to have a **slight beneficial** effect on the objective, in the **short to medium term**, by improving access by walking across the town, and hence to local employment and education facilities.	+	No mitigation has been considered as part of this assessment However to enhance the benefits of this component, walking audits could be undertaken within the Borough to examine the walking infrastructure/environment in and around key employment and education establishments within the Borough.	Medium	This component is considered to have a **slight beneficial** effect on this objective due to improvements to the walking environment and links across the Borough, and hence offers accessibility improvements to employment and education establishments.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	The emphasis of this component is on promoting walking, which will lead to health improvement through increased active travel – this includes the establishment of positive connections between the LTP3 and other strategies within the Borough such as the Travelling to Schools Strategy. Increased walking is likely to lead to discouraging private car usage, therefore reducing traffic growth and congestion. This may reduce air pollution and improve human health further and reduce health inequalities. Additionally, pedestrian networks that access local GP's surgeries and out-patients clinics will be improved to encourage people to walk to those healthcare facilities. Overall, the effects are likely to be **large beneficial** over the **medium to long term** based primarily on the potential to increase walking and improved accessibility by walking to healthcare facilities, as well as encouraging the establishment of walking as a key mode of transport, across a broad cross section of the population, including children.	+++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase walking levels and accessibility to healthcare facilities, the overall assessment of residual impacts predicts **large beneficial** effects.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	This component proposes a range of measures to increase safety on the pedestrian network. These include: • installation of ramps, handrails, kissing gates and better surface treatment where necessary to facilitate greater use of the walking network; • further accessible facilities at pedestrian crossings such as rotating cones and audible crossing alerts; and	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to encourage walking and improve the quality of provision, the overall assessment of

		• appropriate maintenance of footways, including improved pavement, new signs and removal of overhanging branches. By focusing on increasing walking, this component is likely to encourage modal shift away from cars. This is likely to also contribute to reduce the number of accidents, supported by measures that aim to educate users on road safety. Consequently, the effects are likely to be **moderate beneficial** over the **medium to long term**.				impacts predicts **moderate beneficial** effects.
17	Reduce crime and the fear of crime *(Health specific objective)*	This component proposes a range of measures to increase security on the pedestrian network. These include: • investing in public realm improvements to help reduce crime and anti-social behaviour; • investing in safety and security measures to encourage walking and reduce crime; and • improving the pedestrian network to ensure that access local GPs' surgeries and outpatient clinics is made safer. Investment in maintaining and enhancing walking routes to make them safer and more attractive is one of the key aims of the component. Additionally, the walking strategy and RoWIP both recognise the importance of personal safety and the RoWIP includes a measures to gate alleyways, where appropriate, to increase safety levels. This component also seek to deliver community safety improvements through the planning process, by designing safe pedestrian routes in new developments. Overall, the effects are likely to be **moderate beneficial** over the **medium to long term.**	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase safety, the overall assessment of residual impacts predicts **moderate beneficial** effects.
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*	Measures included in this component will result in an improved walking environment to key destinations, through improved surfaces, better safety and security and access improvements. Such improvements will further enhance the accessibility levels to these key destinations and hence have a **slight beneficial** effect on the objective, in the **short to medium term**, based on the measures encouraging residents to walk as a mode of transport and therefore potentially widening their travel	+	No mitigation measures have been considered as part of this assessment. However to enhance the benefits of this component, walking audits could be undertaken within the Borough to examine the walking	Medium	Measures in this component are considered to have a **slight beneficial** effect on this objective due to their potential to create a more welcoming

	objective)	options.		infrastructure/environment to key destinations in the Borough.		environment for walking within the Borough, and therefore potentially widening residents travel options.

Table D.4 – Component 4: Freight Management Measures

Component 4	Freight Management Measures
Description	The LTP3 incorporates a number of softer measures targeted at minimising the impact of road based freight on the environment through behavioural and technological changes, including: • Encouraging the upgrade of lorry and van fleets, including Council vans, to more energy efficient and less polluting vehicles; • Promoting the use of alternative fuels; • Promoting best practice driving, including safe driver training and initiatives targeting foreign drivers; and • Encouraging changes in working practices to reduce the noise involved in loading and unloading activities. The LTP3 will explore freight consolidation and seek to promote an increase in the use of rail freight. Additionally, there is developer interest in the provision of a strategic intermodal rail freight terminal at Colnbrook known as the 'Slough International Freight Exchange' (SIFE), where freight would be transferred between rail and road. Rail access to SIFE will be from an existing branch line of the Great Western Main Line and this will need to be considered through the development control process. Actions will be taken to seek to ensure improved security of overnight parking for freight, improved accessibility to the strategic road network and better movement of lorries and vans. The measures will be delivered with the support of the Freight Quality Partnership.

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

SEA Objectives		Description of effect on resources and receptors[34]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	The component provides a range of measures aimed at reducing emissions of GHG, especially CO_2 emissions. A better management of commercial vehicles, especially Heavy Goods Vehicles (HGVs), on the local road network is one of the key actions of the component. The strategy encourages the upgrade of the lorry and van fleet with greater use of cleaner technology (lower emission vehicles) and alternative fuels, aimed at reducing CO_2 emissions. Additionally, the LTP3 will explore freight consolidation by seeking to promote an increase in the use of rail freight, which is likely to reduce road based movement, thus contributing to reduced emissions. A strategic intermodal rail freight terminal at Colnbrook known as the 'Slough International Freight Exchange' (SIFE) will be proposed in response to high levels of developer interest, to provide	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial.** This assessment is primarily attributed to increased opportunities for upgrading **of the lorry and van fleet with greater use of cleaner technology and alternative fuels**.

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

		for the freight transfer from road to rail. Taken together, these measures have the potential to deliver **moderate beneficial** effects against the SEA objective over the **medium to longer term,** based primarily on the potential to relieve road movement of HGVs and encourage the use of lower emission vehicles.				
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The measures within the component include a commitment to ensuring that this SEA objective will be achieved in terms of improving efficient movement of freight. The Council will work through the Freight Quality Partnership to monitor the impact of home deliveries and identify ways of minimising the overall length of trips by commercial vehicles. This can be done through freight consolidation or switching from road to rail. The efficiency of sustainable modes of transport, including rail, will also be improved through the proposed strategic intermodal rail freight terminal at Colnbrook known as SIFE, which will provide for additional rail capacity for freight. Consequently, the component is considered to offer the potential to deliver benefits to the rail environment which, when considered against the SEA objective, may deliver **moderate beneficial** effects over the **medium to longer term.**	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the objective seeks to minimise length of trips by commercial vehicles and to improve rail efficiency and levels of rail freight usage, the overall assessment of impacts predicts **moderate beneficial** effects.
3	Reduce noise, vibration and light pollution from transport	The Council proposes to work with freight operators to reduce noise from loading and unloading at local premises. Additionally, upgrading of the lorry and van fleet with greater use of modern technology is likely to help reduce existing high levels of noise arising from freight movement. At the local level some disbenefits are likely to be experienced as a result of increased road/rail transfer of freight, for example, in the vicinity of SIFE. On balance, the component is considered to offer the potential to deliver **slight beneficial effects** against the SEA Objective, which are likely to be most tangible at the local level.	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial**. This assessment is set against a baseline context of very high levels of noise, vibration and light pollution from a range of transport modes.
4	Reduce air pollution and ensure air quality	The measures within the component aim to deliver the appropriate conditions to encourage freight consolidation	++	No further mitigation has been considered as part of	Medium	Overall the effects are

	continues to improve	and increased switch from road to rail freight movement. Additionally, the strategy encourages the upgrade of the lorry and van fleet with greater use of cleaner technology (lower emission vehicles) and alternative fuels, which is likely to reduce air pollution. Softer initiatives to deliver driver training on best practice driving also offer potential to compound any benefits. There is considered to be the potential for **moderate beneficial** effects to be experienced at the **local level** in the **medium to longer term**.		this assessment.		predicted to be **moderate beneficial**, based on likely modal shift from road to rail and improved vehicle efficiency, delivering benefits at the local level.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	By focusing on encouraging and increasing rail freight movement, this component is likely to contribute to reduced road freight movement, thus reducing vibration, noise and air pollution arising from HGVs. Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	Additional emphasis could be placed on the importance of ensuring that road freight movement avoids historic areas, where practicable.	Low	On the basis that the component seeks to reduce road freight movement, the overall assessment of residual impacts predicts **slight beneficial** effects.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be 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	By focusing on encouraging the upgrade of the lorry and van fleet with greater use of lower emission vehicles and alternative fuels and by increasing rail freight movement, this component is likely to contribute to reduced noise and air pollution arising from HGVs movement, conveying slight benefits to existing habitats and species that are passed by current road infrastructure. However, effective shift from road to rail freight will alter the pattern of emissions and may have some adverse effects on existing biodiversity in the vicinity of rail lines. Notwithstanding this, the adverse effects are not likely to counterbalance the benefits from reducing road freight movement.	+	No further mitigation has been considered as part of this assessment.	Low	On the basis that the component seeks to reduce road freight movement, the overall assessment of impacts predicts **slight beneficial** effects.

		On balance, the effects are likely to be **slight beneficial** over the **medium to long term**, based primarily on the potential to relieve road movement of HGVs and encourage the use of lower emission vehicles.				
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Though this component will lead to modal shift away from road through increased rail capacity for freight movement, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. On the other hand, the provision of the strategic intermodal rail freight terminal at Conlbrook, along with the rail line access from an existing branch line of the Great Western Main Line may or may not contribute to potentially affect groundwater quality and resources through surface run-off, though this should be possible to mitigate through design and will mainly occur during construction stage. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **slight adverse effects** throughout the Plan period, linked to works (i.e. **short to long term**).	-	The LTP3 should include reference to the requirement for Construction Environmental Management Plans (CEMP) to be produced for the works that will be delivered during the Plan period. This should reduce the risk of pollution, resulting in a more favourable assessment.	Low	Overall, taking the recommendations into consideration, the component is predicted to have **neutral** effect against the SEA objective.
9	Enable adaptation to the effects of climate change including the risk of flooding	Though this component will lead to modal shift away from road through increased rail capacity for freight movement, this is likely to have little effect on the level of flood risk. On the other hand, the provision of the strategic intermodal rail freight terminal at Conlbrook, along with the rail line access may or may not contribute to an increase in flood risk. This is mainly due to the fact that whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **slight adverse effects** against the objective over the **short to long term.**	-	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.	Low	Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver **neutral effects.**
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising	This component limits the extent of resource use by encouraging the use of sustainable modes of freight movement and, by implication, a reduction in the use of finite resources such as petrol.	-	Additional emphasis could be placed on adherence to a Construction Environmental Management Plan (CEMP) during construction stage	Medium	Taking the proposed mitigation into consideration, the overall effects are

	the production of waste	However, construction of the 'Slough International Freight Exchange' (SIFE) terminal along with its rail access line from an existing branch line of the great Western Main Line will inevitably lead to resource use and waste generation when being developed. Although temporarily, on balance the effects are likely to be **slight adverse** over the **short term**.		incorporating the requirements for Site Waste Management Plans (SWMPs). Explore opportunities to identify and reuse materials on site and give preference to locally sourced materials to reduce transport requirements.		likely to be **slight beneficial**. Effects are characterised as geographically widespread because of the nature of resource use and waste disposal.
11	Maximise the use of renewable energy and technologies and increase energy efficiency	The component encourages the upgrade of the lorry and van fleet to more energy efficient vehicles. Overall, it is likely that the component would result in **slight beneficial** effects over the **medium to long term** against this SEA objective.	+	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **slight beneficial** based on an anticipated increase in the energy efficiency of commercial vehicles.
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	Reduced road freight movement as a result of increased use of rail is likely to play a role in enhancing the landscape and townscape character by reducing the presence of HGVs across Slough to some extent. Consequently, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to deliver modal shift.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to reduce the amount of HGVs on the network, the overall assessment of impacts predicts **slight beneficial** effects.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	This component focuses on a number of softer measures to minimise the impact of road based freight, which will help reduce severance issues and help promote cohesion in affected communities. However, one measure included within this component is the provision of the Slough International Freight Exchange (SIFE). Whilst the use of rail for freight movement should be encouraged to remove vehicles from the road network and create a more welcoming, less severed environment for residents across the Borough. The placement of the Freight Exchange may have considerable impacts on the nearby local community, as an increase in road freight to this site will have an adverse impact on the local residents, restricting community cohesion.	--	Planning approval for the SIFE will need to ensure that it is not within any residential areas, with routes into the site also avoiding residential areas, to minimise severance to local communities. Adequate planning and modelling will need to be carried out to examine the effects of freight movement, including the routing of wider traffic as a result of freight movement around SIFE.	Medium	This component will potentially cause a **slight adverse** effect on this objective, due to the severance caused by the placement of SIFE within Colnbrook (even with appropriate mitigation, an increase in freight movement will have an impact

		This component is considered to have a **moderate adverse** effect on this objective in the **long term**, due to the potential for considerable severance as a result of increased freight movement in Colnbrook. *This assessment has been carried out examining the broad effects of the SIFE site, with any modelling outputs and therefore magnitude of impact on the road network due to the placement of the SIFE site unknown.		Appropriate mitigation will need to be introduced as a result of the modelling, which may include public realm improvements to improve the overall environment, pedestrian / cyclist facilities to ensure these transport modes are still attractive, and public transport enhancements to account for delays on the road network to reduce the impact on community cohesion.		on traffic movement in and around the area).
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	This component focuses on a number of softer measures to minimise the impact of road based freight, and encourage use of rail freight. Placement of SIFE in Colnbrook is likely to increase employment opportunities within the Borough, and due to its international status, is likely to require a number of employees, both in its development and daily operation. Provided local residents have the necessary skills or access to suitable training for this development, this component is considered to have a **slight beneficial** effect on this objective in the **long term**, based on its potential to provide a range of job opportunities for local residents.	+	No mitigation measures have been considered as part of this assessment To enhance the benefits of this component and the opportunities arising from the SIFE plant, it may be 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.	Medium	Overall, it is likely that this component will have **slight beneficial** effects on this objective, as the implementation of SIFE will create a number of jobs within the Borough.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Increased rail usage for freight movement, therefore reduced road freight movement and congestion, may reduce road based noise and air pollution. This may offer some localised benefits in terms of improvements to human health, albeit that these will be set against a context of high road usage. Consequently, the effects are likely to be **slight beneficial** over the **long term** based primarily on the potential to deliver modal shift that effects improvements at the **local level**.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase rail freight movement, the overall assessment of impacts predicts **slight beneficial** effects.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public	This component aims to reduce the number of accidents involving commercial vehicles on the road network, by promoting best practice driving, including safe driving training and initiatives targeting foreign drivers. Additionally, by encouraging modal shift away	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to decrease road freight movement

	transport and pavements *(Health specific objective)*	from commercial vehicles, this component may contribute to a slight reduction in the potential for accidents involving commercial vehicles to take place. Consequently, the effects are likely to be **slight beneficial** over the **medium to long term**.				and promote best practice driving initiatives, the overall assessment of impacts predicts **slight beneficial** effects.
17	Reduce crime and the fear of crime *(Health specific objective)*	The Council seeks to promote secure freight operations by working in partnership with the freight industry (Freight Quality Partnership) on ways and means of improving the security of overnight lorry parking. Consequently, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase safety for commercial vehicles drivers, the overall assessment of impacts predicts **slight beneficial** effects.
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)*	Measures in this component focus on softer measures to minimise the impact of road based freight on the environment. The placement of SIFE is likely to have some impact on local residents in terms of increased levels of traffic – either freight movement, or the wider impacts of freight movement on the network. Whilst this will remove some freight from roads within the Borough, there will be an increase in freight in the area surrounding the SIFE site. This is therefore likely to worsen the environment for walking and cycling and may have wider impacts on the public transport system in terms of reliability and punctuality. However, the placement of the SIFE site will create more employment opportunities within the Borough, and therefore increase access to employment within the Borough. Overall, this component has the potential to provide a **slight adverse** effect on the network, in the **long term**, due to the likely increase in freight movement within Colnbrook *This assessment has been carried out examining the broad effects of the SIFE site, with any modelling outputs and therefore magnitude of impact on the road network due to the placement of the SIFE site unknown.	-	Planning approval for the SIFE will need to ensure that it is not within any residential areas, with routes into the site also avoiding residential areas. Adequate planning and modelling will need to be carried out to examine the effects of freight movement, including the routing of wider traffic as a result of freight movement around SITE. Adequate measures will need to be undertaken to mitigate any negative impacts on the network, including public realm improvements, and public transport frequency / routing improvements as necessary	Medium	Overall, with adequate mitigation, this objective should have a **neutral** effect on his objective.

Table D.5 – Component 5: Intelligent Transport Systems and Network Management

Component 5	Intelligent Transport Systems and Network Management
Description	These measures aim to make more efficient use of the existing transport network through a range of interventions that share information and manage traffic movement. These include: • Installation of Real Time Passenger Information (RTPI). Initially this will be installed at 50 bus stops, with supporting technology in 54 buses, linked to bus priority schemes; • Urban Traffic Management and Control (UTMC) systems, with a specific focus on the A4. These systems will be linked to the RTPI bus information to maximise efficiency of bus priority measures; • Remodelling and new signalling of the A4/A332 junction; • Co-ordination of event management and streetworks to minimise disruption to the network; and • Vehicle Activated Signs (VAS) for alerting motorists to speed limits. There will be a review of speed limits to introduce additional 20 mph zones. The LTP3 sets out a commitment for the highways authority to work with the Highways Agency (HA) to explore potential for improvements at the M4 Junction 5 roundabout; enhance noise attenuation through installation of acoustic barriers; and investigate opportunities to deliver carriageway re-alignment that enhances the local environment in terms of reduced noise and enhanced air quality. Para. 7.8.40 identifies a number of planned future uses of network management technology: • *"VMS on key routes to provide information on schemes and incidences;* • *Automatic Number Plate Recognition (ANPR) cameras to monitor journey speeds;* • *Car parking management (such as CCTV, VMS, access/exit controls and payment via smartcard or mobile phone);* • *Tidal traffic flow systems;* • *Access control to sensitive areas for deliveries;* • *Dissemination of traffic information to the public via our website, including future street works;* • *Air quality monitoring;* • *Road safety measures such as VAS to control speed, queue protection, and red light cameras;* • *Management of the bus fleet linking bus priority at key junctions to the UTMC centre via the RTPI system;* • *Weigh-in-Motion (WiM) sites to monitor overweight vehicles; and* • *Common storage of live traffic data."* It is also intended to ensure that traffic data held by SBC is integrated with the Highway Agency's Regional Traffic Control Centre, M4 signals, the emergency services and other local authorities' traffic management systems. Para 7.8.60 identifies measures to support development of digital infrastructure. Therefore, the Council will: • *"promote and assist with the review and implementation of high speed tele-conferencing hubs to be placed in employment locations across the Borough to reduce the need for business travel;* • *set a minimum standard for the specifications of broadband in new developments; and* • *set requirements for the provision of travel information points in new homes with real time public transport information."*

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

SEA Objectives		Description of effect on resources and receptors[35]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	By aiming to make a more efficient use of the transport network through a range of measures, including better management of congestion, traffic movement and speed, the component will play a key role in reducing congestion and contributing to a smooth traffic flow within and around Slough. This includes a key focus along the A4 and Junctions 5, 6 and 7 of the M4. This is likely to reduce the adverse effects of concentrations of GHG emissions associated with congestion. Consequently, the component addresses some of the causes of climate change which, when considered against the SEA objective, offers the potential for **slight beneficial** effects over the **medium to longer term.**	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial.** This assessment is primarily attributed to measures that decrease congestion and maintain more even speed and traffic movement.
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The component does not focus on measures to reduce the need to travel – this is addressed through other parts of the LTP3 – however, there is potential for effective network management to deliver benefits in terms of the efficiency of the transport network. Reduced congestion is likely to lead to improved reliability of journey times, especially bus journeys, and increased journey speeds. Additionally, provision of Intelligent Transport Systems (ITS) to manage traffic movement (RTPI, VAS) enhances the quality of the service and passenger choice. It is therefore considered that the component offers potential to deliver **moderate benefits** against the objective, most markedly in the **medium to longer term.**	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial** based on the potential for increased ITS and network management measures to enhance network efficiency for all modes.
3	Reduce noise, vibration and light pollution from transport	Network management measures as part of this component are likely to help to minimise the effects of high levels of noise. Measures to attenuate noise include installation of acoustic barriers or carriageway re-alignment, to be pursued in partnership with the HA. Additionally, decreased congestion and traffic queuing and decreased speed limits also contribute to decreased levels of noise arising from road traffic. Consequently, the component is considered to offer the	+	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. This would allow predictions to be made with	Low	Overall the residual effects are predicted to be **moderate beneficial**. This assessment is set against a baseline context of very high levels of noise, vibration

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

		potential to deliver **slight beneficial effects** against the SEA Objective, which are likely to be most tangible at the local level.		a greater degree of confidence, potentially leading to a more favourable assessment.		and light pollution from a range of modes.
4	Reduce air pollution and ensure air quality continues to improve	By improving the management of traffic, this component will play a key role in reducing congestion and associated queuing, which will greatly contribute to a smoother traffic flow within and around Slough. This includes a key focus along the A4 and Junctions 5, 6 and 7 of the M4. This is likely to improve air quality by reducing the emissions of pollutants in these locations. Also, the strategy proposes to increase air quality monitoring sites within the road network, offering the requisite level of information to ensure that targeted actions can be programmed as appropriate. Consequently, the component includes measures that could contribute to a reduction in air pollution which, when considered against the SEA objective, may offer the potential for **moderate beneficial** effects over the **medium to longer term.**	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial.** This assessment is primarily attributed to actions aimed at decreasing congestion and easing the flow of traffic across the network.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	By increasing traffic management measures within the Borough, this component is likely to contribute to reducing traffic congestion, thus reducing noise and air pollution arising from transport. Additionally, the strategy highlights that 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 streetscene, rather than detract from it. On balance, the component is considered to result in **moderate beneficial effects** in the **long term.**	++	No further mitigation has been considered as part of this assessment.	Low	Overall, the effects are predicted to be **moderate beneficial,** focused in particular on the potential for the component to enhance the streetscene.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be 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	There are no major construction schemes being proposed as part of this component and through the Network Management Plan and increased ITS, this component is likely to lead to reduced congestion, thus reducing noise and air pollution, conveying slight benefits to existing	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial.** This assessment

		habitats and species. Overall, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.				is primarily attributed to measures that decrease congestion, thus decreasing air pollution and noise levels (i.e. sources of disturbance to biodiversity).
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Though this component will lead to decreased congestion, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. Overall, it is likely that the proposed scenario would result in **no tangible effects** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **neutral**. This assessment is set against a baseline context of high levels of congestion.
9	Enable adaptation to the effects of climate change including the risk of flooding	Though this component will lead to decreased congestion, this is likely to have little effect on the level of flood risk. Overall, it is likely that the proposed scenario would result in **no tangible effects** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are likely to be **neutral**. This component is unlikely to change the current baseline in terms of flooding.
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	By easing flow across the network and increasing journey speed by decreasing congestion, the component is likely to have some positive influence on the consumption of finite resources such as petrol. However, the component will inevitably require additional resources and result in increased production of waste as part of the process of delivering the range of interventions that share information and manage traffic movement. Measures include introduction of ITS throughout Slough and hard shoulder running on the M4. Overall, it is likely that the proposed scenario would result in **slight adverse effects** in the **short to medium term**, potentially rising to **neutral effects** in the **long term**.	-/0	The LTP3 could benefit from the inclusion of additional detail regarding the specific measures likely to be delivered in the Plan period to address key traffic issues in the M4. This would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.	Medium	Taking the recommendations into consideration, the component is considered to have the potential to deliver **slight beneficial effects**, which may be realised in the longer term.
11	Maximise the use of renewable energy and	The component proposes installation of ITS throughout Slough that could be designed to capitalise on renewable	0	The LTP3 should recognise the opportunities to use the	Low	Overall, taking the

	technologies and increase energy efficiency	energy (e.g. photovoltaics for signage, cameras, RTPI) and energy efficiency (e.g. low energy bulbs). The strategy makes a commitment to enhance the public realm; however, no explicit reference is made to energy use. Adopting a precautionary approach to assessment, the component is predicted to have a **neutral** effect against the objective throughout the plan period (i.e. **short to long term**).		ITS/ network management interventions as a means of introducing renewable energy to transport installations and incrementally improving the energy efficiency of the road network.		recommendations into consideration, the component is considered to have the potential to deliver a **moderate beneficial effect** against the objective.
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	As part of the network management, this component proposes measures that are likely to improve and enhance local townscape character. The strategy highlights that all new traffic management schemes will be assessed for their ability to improve the attractiveness of the streetscene, rather than detract from it. Additionally, to create more attractive public spaces and encouraging walking and cycling, the strategy proposes re-allocating carriageways from vehicular use in some areas. The combination of these measures is predicted to result in **moderate beneficial** effects over the **medium to long term**.	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to enhance streetscene and reduce the incidences of congestion across Slough, the overall assessment of impacts predicts **moderate beneficial** effects.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	This component includes measures that will assist with the effective running of the transport network, which will ultimately benefit vulnerable residents, including: • Provision of real time passenger information (RTPI) at bus stops will assist vulnerable residents by providing thorough information at bus stops to assist with journey planning; • Speed limiting schemes will help reduce severance (either actual or perceived) of roads within the Borough, as well as improving safety. This is particularly important for elderly residents within the Borough who often experience severance from busy local roads; and • Development of digital infrastructure to reduce the need to travel and provide residents / employees with a vital information sources and tele-conferencing facilities will help those with impaired mobility Taken together, these measures will help create cohesive communities and improve the travelling environments for	+	No mitigation has been considered as part of this assessment.	Medium	Overall, this component is likely to have a **slight beneficial** effect on this objective, due to making improvements to the roadside environment through speed limiting schemes, improving digital infrastructure, and providing RTPI at bus stops to assist vulnerable residents with their journeys,

		vulnerable groups by improving the roadside environment (by reducing speed limits), improving safety, enhancing perceived safety by providing RTPI, and assisting with dissemination of information by enhancing digital infrastructure. Therefore this component is likely to have a **slight beneficial** effect on residents, in the **medium term**.				which will assist with creating cohesive communities.
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Measures included within this component will ensure that the road network is managed correctly to reduce congestion and speeds within the Borough. This in turn is likely to improve accessibility across the Borough (by creating a better walking and cycling environment, and ensuring buses are more reliable). However there are no direct impacts to improving access to employment and education facilities and hence will have a neutral impact on raising attainment levels for gaining skills . The improvements to digital infrastructure will improve facilities in employment destinations, and reduce the need for business travel, however it is unlikely to have an impact on local residents, or their desire to work locally. Overall, this component is considered to have a **neutral** effect on this objective.	0	No mitigation has been considered as part of this assessment	Medium	This component is considered to have a **neutral** effect on this objective.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	The emphasis of this component is on decreasing congestion, which will lead to health improvement through reduced air pollution and noise levels. The strategy also proposes better pedestrian crossing facilities as part of the programme of targeted junction improvements. This is likely to support other components in the LTP3 in encouraging the uptake of active travel (e.g. walking), further improving health of the local population. The component is therefore considered likely to deliver **slight beneficial effects** against the objective, realised from the **medium term** onwards.	+	The LTP3 could benefit from the inclusion of additional detail regarding the specific streetscene and public realm enhancements and junction improvements likely to be delivered in the Plan period. This would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.	Medium	Taking the recommendations into consideration, the component offers the potential to deliver **moderate beneficial effects.** This is linked to improvements to the quality of the transport network and safety of users.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	By significantly increasing signage throughout Slough's road network (e.g. VAS), aimed at reducing congestion and managing traffic movement, supported by proposing additional 20mph zones, this component is likely to play a key role in reducing the risk of road accidents. Consequently, the effects are likely to be **moderate beneficial** over the **medium to long term**.	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase signage throughout Slough's road network and increase 20mph

						zones, the overall assessment of impacts predicts **moderate beneficial** effects.
17	Reduce crime and the fear of crime *(Health specific objective)*	Improved streetscene and increased safety technology, such as CCTV, are likely to play a key role in improving safety and deterring crime within the transport network throughout Slough. Therefore, the component is considered likely to deliver **moderate beneficial effects** against the objective in the **long term**.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are predicted to be **moderate beneficial** as a result of improved streetscene and increased safety and surveillance technology.
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)*	Measures included within this component are focussed on: • improving the management of the road network – to reduce congestion hot spots within the Borough; • reducing speed limits on local roads; • Implementation of RTPI (initially at 50 bus stops, and on 54 buses) to provide detailed information for passengers; and • Improving digital infrastructure. These measures will assist with making journeys on the road network more reliable, and improving the environment for walking, cycling and community cohesion. Therefore, it is considered that this component will have a **slight beneficial** effect on accessibility across the Borough, in the **medium term**, based on making public transport more reliable and hence a more attractive travel option, and improving the environment for walking and cycling.	+	No mitigation has been considered as part of this assessment	Medium	This component is considered to have a **slight beneficial** effect on this objective based on the wider impacts of effectively managing the road network- of making public transport more reliable and attractive, and improvements to the walking and cycling environment which in turn will make it a more attractive transport option.

Table D.6 – Component 6: Parking Policy Measures

Component 6	Parking Policy Measures
Description	The LTP3 generally includes parking restraint through the measures proposed, which include: • A limit on the total number of publicly available parking spaces in the town centre, set at 5000; • Re-allocation of long and short-term parking provision in the town centre, with the aim of increasing turnover by augmenting the % of spaces that are short stay. This also aims to encourage a reduction in car-based commuting; • Working with land use planning to enforce policies to limit parking provision associated with new development, supported by the production of Travel Plans and Transport Assessments; • Encouraging car-free residential areas; • Provision of blue badge spaces within the town centre; and 'carer permit' spaces within Parking Watch zones; and • The introduction of new controlled parking zones. Improved signage, including the use of Variable Message Signs (VMS) will be installed to tackle circulating traffic seeking parking spaces, particularly in the town centre. Publicly-owned car parks will be secured, with accreditation sought for all Slough Borough Council (SBC) operated car parks. Parking Watch will be developed, focusing on STE. Consideration will be given to the need for additional spaces to be identified in the town centre to accommodate powered two-wheelers.

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

SEA Objectives		Description of effect on resources and receptors[36]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	The component focuses on managing the supply of parking, which can be considered a key tool in using a limit on supply to reduce demand for private car travel in Slough. By reducing demand for travel in this manner, the Council also expects to reduce queuing, improve the reliability of journey times and promote quicker and more reliable bus journey times along the A4 corridor, thus reducing emissions from road vehicles – it is anticipated that the parking strategy will have the greatest impacts on the Town Centre. Controlled Parking Zones (CPZs) also contribute to removing unnecessary traffic from residential areas and improve the flow of traffic on key local routes. Parking provision associated with new developments will also be restricted as much as possible to prevent significant increases in the size of the overall parking stock. This will	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial.** This assessment is primarily attributed to increased parking management measures and their potential to effect modal shift away from the private car.

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

		be complemented by the introduction of additional Parking Watch Zones. Additionally, use of variable message signs and other technology will assist in reducing circulating traffic in the town centre by conveying real time information to motorists. All these measures will greatly contribute to decreasing road based traffic, especially traffic entering town centre, and encourage the up-take of more sustainable modes of travel. This is likely to be most marked in terms of regular commuting journeys, which form the focus of the proposed parking restraint and re-distribution between short and long term provision. Taken together, these measures have the potential to deliver **moderate beneficial** effects against the SEA objective over the **medium to longer term**, based primarily on the potential to increase parking management over time.				
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The measures within the component will have a range of effects against the objective. LTP3's parking strategy seeks to restrain and reduce demand for long-stay parking in the town centre to promote greater use of sustainable modes of transport. Additionally, by reducing demand for travel, the Council also expects to reduce queuing and improve the reliability of journey times, particularly in peak hours in the town centre. Increasing the share of short-stay parking in the town centres is likely to encourage people to drive into the town centre for shopping and visiting. However, this will be supported by VAS that will help to reduce the tendency towards traffic circulating in search of parking spaces, thus the adverse effects are not likely to counterbalance the benefits from increased parking management measures overall. On balance, it is considered likely that the component will deliver a range of **slight beneficial and adverse effects** in the **short and medium term**, improving to **slight beneficial effects** in the **long term.**	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the objective seeks to minimise traffic, especially traffic in town centre, the overall assessment of impacts predicts **slight beneficial** effects.
3	Reduce noise, vibration and light pollution from transport	By proposing stringent parking measures this component aims to contribute to decreases in road based traffic, especially traffic entering town centre, and encourages the up-take of more sustainable modes of travel, which is	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial**.

		likely to decrease noise, vibration and light pollution from transport. Consequently, the component is considered to offer the potential to deliver **slight beneficial effects** against the SEA Objective, which are likely to be most tangible at the local level.				This assessment is set on the basis that traffic levels, especially into town centre, will decrease.
4	Reduce air pollution and ensure air quality continues to improve	The measures within the component aim to deliver a range of stringent parking management, assessed as a key tool in managing demand for travel in Slough. Thus, this component is likely to contribute to a decrease in road based traffic, especially traffic entering town centre, and encourage the take-up of more sustainable modes of travel, which is likely to reduce air pollution. There is considered to be the potential for **moderate beneficial** effects to be experienced at the **local level** in the **medium to longer term** based primarily on the potential to foster sustainable travel behaviours, deliver modal shift and reduce overall traffic levels in the town centre.	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial**, based on likely modal shift delivering benefits at the local level.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	By delivering increased parking management measures, this component is likely to contribute to reduced traffic, especially into town centre, thus reducing noise and air pollution arising from transport. Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	Additional emphasis could be placed on the importance of restricting parking within sensitive historic areas and ensuring that the design of signage infrastructure/yellow lining etc. is sensitive to the context.	Low	On the basis that the component seeks to decrease traffic, the overall assessment of residual impacts predicts **slight beneficial** effects.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be 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	By delivering increased parking management measures, this component is likely to contribute to reduced traffic, especially in the town centre, therefore reducing noise and air pollution arising from transport Set against a baseline context of high density development with little greenspace, this has limited potential to convey slight	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to decrease road based traffic, the overall

		benefits to existing habitats and species. Overall, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to foster sustainable travel behaviours and deliver modal shift.				assessment of impacts predicts **slight beneficial** effects.
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	Though this component is likely to lead to modal shift away from cars through increased parking management measures, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. Overall, it is likely that the proposed scenario would result in **no tangible effects** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Low	Overall, the effects are likely to be **neutral**. This assessment is set against a baseline context of high levels of traffic.
9	Enable adaptation to the effects of climate change including the risk of flooding	Though this component will lead to modal shift away from cars through increased parking management measures, this is likely to have little effect on the level of flood risk. Overall, it is likely that the proposed scenario would result in **no tangible effects** against this SEA objective.	0	No further mitigation has been considered as part of this assessment.	Low	Overall, the effects are likely to be **neutral**. This component is unlikely to change the current baseline in terms of flooding.
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	The measures within the component aim to reduce car reliance through increased parking management, especially within town centre, and thus reduce use of finite resources such as petrol. Although parking provision associated with new developments will also be restricted as much as possible to prevent significant increases in the size of the overall parking stock, physical construction of new parking spaces will result in resource use and waste generation. However, as the effects are likely to be mainly during maintenance stage, thus temporary, the adverse effects are not likely to counterbalance the benefits from increased parking management measures. Overall, the balance of effects is likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to increase walking and deliver modal shift.	+	Additional emphasis could be placed on adherence to a Construction Environmental Management Plan (CEMP) during construction stage incorporating the requirements for Site Waste Management Plans (SWMPs). Explore opportunities to identify and reuse materials on site and give preference to locally sourced materials to reduce transport requirements.	Medium	Overall, the effects are likely to be **slight beneficial**. Effects are characterised as geographically widespread because of the nature of resource use and waste disposal.
11	Maximise the use of renewable energy and	This component is likely to have **no effect** against this SEA objective.	0	No further mitigation has been considered as part of	Medium	Overall, this component is

	technologies and increase energy efficiency			this assessment.		likely to have **no effects** against this SEA objective.
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	Reduced traffic growth, presence of queuing traffic and overall circulation of cars as a result of increased parking management measures may help to enhance the landscape and townscape character. Additionally, on-street parking will be managed to reduce the impact of vehicles on footways and verges and street clutter will be reduced by removing unnecessary highway signs and guard rails. These measures are likely to contribute to improved public realm, thus enhancing local townscape character. Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to decrease traffic levels and the physical presence of private vehicles in the street scene, the overall assessment of impacts predicts **slight beneficial** effects.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	Several measures in this component will assist in encouraging community cohesion within the Borough; however they may also have some adverse impacts on residents. For example, the implementation of controlled parking zones and encouraging car free residential areas – will encourage walking, cycling and public transport and community cohesion, but may have adverse effects on the mobility impaired who are reliant on cars for their journeys. The provision of blue badge bays in the town centre will be beneficial to those with mobility impairments, and secure car parks will help provide a feeling of safety for vulnerable residents when in the area. The reduction in parking within the town centre is likely to encourage people to use alternative modes of transport, and restrictions on car parking in residential areas will be beneficial to encourage community cohesion, and for vulnerable residents (cars parked on kerbs is known to cause problems for mobility impaired, i.e. as buses are not able to reach kerbs). However, it is also possible that restrictions on town centre parking will encourage visitors to park in residential areas surrounding the town centre. Overall, the effects are likely to be **slight beneficial** over the **short to medium term**.	+	Appropriate measures should be taken to ensure that those who have no other transport alternatives to the private car are able to use their vehicles. 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. Controlled parking should ensure that residential areas are not compromised due to a lack of parking in the town centre.	Medium	Overall, this component has the potential to achieve a **slight beneficial** effect on community cohesion due to the removal of excess parking blocking pedestrian space, and reducing the level of traffic on roads which cause severance in communities.
14	To raise attainment	This component contains measures to regulate parking	0	No mitigation has been	Medium	Overall this

	and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	within Slough town centre, with an aim to reduce car based commuting. Overall, whilst this component may have some impacts on access to employment and education facilities, these impacts are minimal, and due to the range of transport options available within the Borough, this component is likely to have a **neutral** effect on this objective.		considered as part of this assessment.		component is likely to have a **neutral** effect on this objective.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Reduced traffic, especially within town centre, as a result of increased parking management measures is likely to lead to reduced air pollution. This can offer benefits to human health, particularly given that the town centre is one of the parts of Slough with the greatest footfall. In addition, effective implementation of parking restraint is likely to encourage modal shift to more sustainable modes, which will increase the proportion of the population adopting more active travel behaviours. Overall, the effects are likely to be **slight beneficial** over the **medium to long term** based primarily on the potential to decrease traffic levels and encourage modal shift.	+	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component proposes increased parking management and may deliver modal shift to more active modes, the overall assessment of impacts predicts **slight beneficial** effects.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	By focusing on increasing parking management, especially within town centre, this component is likely to encourage modal shift away from cars. In addition, the driver information systems proposed should assist in removing some element of the hazard posed by circulating cars seeking spaces (where motorists have a tendency to be more distracted and erratic). Provision for roadside parking will also be reviewed. This is likely to contribute to reducing the risk of accidents, with a particular focus on the parts of the town that experience the highest levels of footfall. Consequently, the effects are likely to be **slight beneficial** in the **medium term,** potentially rising to **moderate beneficial** in the **long term**.	++	No further mitigation has been considered as part of this assessment.	Low	On the basis that the component seeks to encourage the use of sustainable modes of transport and remove some key hazards, the overall assessment of impacts predicts **moderate beneficial** effects.
17	Reduce crime and the fear of crime *(Health specific objective)*	The strategy recognises the need to improve safety in public car parks, with the aim of seeking '*Secure Car Park'* accreditation for all Slough's public car parks. Additionally, the Council will encourage owners and operators of other car parks to also improve security. Theft from parked cars on-street will also be deterred by maintaining and improving street lighting and in re-modelling of road layouts.	++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the component seeks to increase safety within car parks, the overall assessment of impacts predicts **slight beneficial**

		Overall, the effects are likely to be **moderate beneficial** over the **medium to long term** based primarily on increased safety measures within car parks and on-street parking.				effects.
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)*	Measures included in this component aim to limit parking within Slough town centre, discourage car based commuting, and implement controlled parking zones. A reduction in residential and town centre parking may result in a more pleasant environment for walking and cycling, and may provide some benefit in areas where parking restricts public transport services reaching their dedicated stops (i.e. where parked cars block buses reaching raised kerbs at bus stops). Whilst limiting the proportion of parking within the Borough is likely to encourage people to use walking, cycling and public transport for their journeys, there is little impact on accessibility to key services due to the range of transport options available (and provision for blue badge holders), and therefore this component is likely to have a **neutral** effect on this objective.	0	No mitigation has been considered as part of this assessment	Medium	Overall this component is likely to have a **neutral** effect on this objective as it does not have any direct effects on the levels of accessibility within the Borough.

Table D.7 – Component 7: Public Transport Measures

Component 7	Public Transport Measures
Description	***General Measures*** There is a number of general measures contained in the LTP3 that will benefit public transport provision across a range of modes: • De-cluttering of streets to remove obstacles to accessing stop infrastructure/railway stations/taxi ranks; • Staff training for public transport workers in respect of differing mobility requirements; • Emphasis on enhancing interchanges and promoting and facilitating better integration of public transport services across the Borough; • Improved lighting provision and a multi-agency approach to addressing vandalism problems; • Multi-operator smart ticketing; • Bus and rail integrated ticketing; and • Review of fare structures, including discounts for leisure users on production of public transport tickets; and group discounts for travel. The LTP3 recognises the requirement for cross-boundary integration and the public transport strategies will take this into consideration. The public transport strategy retains the Thames Valley Strategic Bus and Coach Network (TVSBCN) hub and spokes concept for prioritising routeing. The strategic corridors view the 'hubs' as Slough Town Centre and the STE. The 'spokes' identified are: • East-west movement between Slough, Heathrow, London and Maidenhead; • North-south movement between Slough, Windsor/Bracknell and Beaconsfield/High Wycombe; and • North-east – south-west movement between Slough and Uxbridge. The LTP3 will work with the land use policies to ensure that new housing developments are designed to achieve maximum travel choice. ***Bus*** The LTP3 includes a commitment to upgrading bus infrastructure, in collaboration with the Bus Quality Partnership, as follows: • Provision of level boarding; • New bus fleet, to incorporate 54 vehicles with RTPI technology as well as introducing more energy efficient vehicles; • Creation of safe waiting environments; • Review of the routeing and frequency of bus services, in the interests of optimising services as well as enhancing user safety and comfort (e.g. avoidance of speed bumps where possible); • Installation of bus priority at key locations (e.g. continuation of the SCOOT bus lane and priority lights programme on the A4, programmes identified under the Heart of Slough scheme; additional bus priority measures along the A355 Farnham Road, linking to the STE hub; and reinstatement of bus priority on the B416 Stoke Road); • Review of bus stop locations with the aim of making revisions that enhance catchment sizes; • Enhanced information provision, through a combination of RTPI at 50 stops; and 'stop-specific' timetabling. This will complement the 'Bus Passenger Information Strategy'; • Subsidised provision of non-commercial bus routes to ensure continued services at evenings and weekends where there is an identified need. This will include the 'Out and About' and 'Dial-a-Ride' services. The Heart of Slough project will deliver a refurbished bus station in 2011, offering considerably improved bus interchange opportunities, as well as enhanced connections to Slough Railway Station. ***Rail*** The railway stations in Slough form part of the 'Access for All' scheme. S106 monies are used to assist in delivering the requisite enhancements in accessibility, with the initial focus on Burnham and Langley Railway Stations (see also Component 1). Slough Railway Station will be subject to a significant forecourt upgrade and the installation of platform lifts in readiness for the 2012 London Olympics. Crossrail services will also enhance services by 2017, albeit that short term disruption is anticipated.

	The LTP3 will explore the potential for extending the existing 16-19 concessionary fare for bus travel, such that it is applicable to rail travel. The LTP3 includes reference to pursuing the delivery of a western rail access to Heathrow Airport as part of wider objectives to deliver better connections to Heathrow. ***Taxis*** The LTP3 includes a commitment to upgrading the SBC taxi fleet to more energy efficient vehicles. Taxi fare structures will be reviewed to remove supplementary charges associated with 'accessible' vehicles. The location of taxi ranks will be kept under review, with the aim of ensuring that they are located in the optimum position to ensure integration with other modes.

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

SEA Objectives		Description of effect on resources and receptors[37]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	The component provides a broad package of measures aimed at both facilitating an increase in the quality, efficiency and range of provision for public transport (bus, rail and taxis), as well as fostering alterations in travel behaviours designed to promote an increase its usage. The component also provides a range of measures aimed at reducing emissions of GHG, especially CO_2 emissions, from public transport. 'Eco-driving' is promoted as part of this component, by seeking to encourage the upgrade of the bus fleet and taxis to vehicles that make greater use of cleaner technology (lower emission vehicles) and alternative fuels, aiming at reducing CO_2 emissions. Taken together, these measures have the potential to deliver **large beneficial** effects against the SEA objective over the **medium to longer term**, based primarily on the potential to foster sustainable travel behaviours, deliver modal shift and, at the same time, encourage less polluting vehicle technology.	+++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **large beneficial.** This assessment is primarily attributed to reduced emissions from vehicles, increased opportunities to use public transport, along with softer measures to encourage modal shift.
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including	The component include a commitment to ensuring that public transport provision for Slough is complementary to the land use planning policies of the LDF, which seeks to reduce the need to travel by less sustainable modes. This should assist in ensuring that new housing developments	+++	No further mitigation has been considered as part of this assessment.	Medium	On the basis that the objective seeks improvements across all public

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

	public transport, cycling and walking	are located where they are most accessible by public transport. A wide range of measures that will benefit public transport provision (bus, rail and taxis), thus improving its efficiency and extending the range of choices for potential public transport users, is proposed under this component. These include: • measures to ensure that public transport is accessible by all; • improved public transport information; • improved accessibility by public transport to community services; • improved public transport interchanges; • improved bus punctuality; • improved bus services and infrastructure; • improved rail performance, with less disruptions and delays; • increased public transport choices (e.g. development of the Great Western Rail Access to Heathrow Airport, also known as the 'Western Main Line' and creation of a rapid transit service along the A4 corridor from town centre and Slough Trading Estate with potential extension to Maidenhead). Consequently, the component is considered to deliver benefits to the public transport environment which, when considered against the SEA objective, are considered to offer the potential for **moderate beneficial effects** in the **short** term, rising to **large beneficial** effects over the **medium to longer term.**				transport services, including bus, rail and taxis, the overall assessment of impacts predicts **large beneficial** effects
3	Reduce noise, vibration and light pollution from transport	To prevent noise generation and minimise the effects of high levels of noise, the Council proposes to work with bus operators to promote upgrading of vehicles with greater use of modern technology. It also encourages best practice driving techniques and identifies the need to tackle localised problems from bus routeing and stop locations. All these measures are likely to help reduce existing high levels of noise arising from bus movement. As there is likely to be some increase in the use of public transport over the **medium to longer term** as a result of the measures, there is the potential for the component to deliver benefits associated with modal shift to a non-	+	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **slight beneficial**. This assessment is set against a baseline context of very high levels of noise, vibration and light pollution from a range of transport modes.

		polluting mode of transport. The baseline context in Slough is one of very high levels of noise, vibration and light pollution from a range of transport modes (strategic roads, aviation and rail) that modal shift alone offers little potential to address in the lifetime of the plan; however, the component should ensure that benefits start to be felt in the **longer term**. Consequently, the component is considered to offer the potential to deliver **slight beneficial effects** against the SEA Objective, which are likely to be most tangible at the **local level** over the **longer term**.				
4	Reduce air pollution and ensure air quality continues to improve	The measures within the component aim to deliver the appropriate conditions and encouragement to effect an increase in the proportion public transport use within the Borough. This has the potential to deliver the most tangible effects at the local level for short trips in the **short term**; however, the broad range of measures have considerable scope to effect changes to longer distance travel over the **medium to longer term**. Additionally**, t**he strategy encourages the upgrade of the bus fleet with greater use of cleaner technology (lower emission vehicles) and alternative fuels, which is likely to reduce air pollution**.** There is considered to be the potential for **large beneficial** effects to be experienced at the **local level** in the **medium to longer term**. This conclusion is based primarily on the potential to foster sustainable travel behaviours and deliver modal shift, with increasing benefits and geographical impacts over time.	+++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **large beneficial**, based on likely modal shift delivering benefits at the local level initially and then extending to the sub-regional level over time.
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	By focusing on encouraging and increasing use of public transport within the Borough, this component is likely to contribute to reducing traffic growth, thus reducing noise and air pollution arising from transport. Additionally, improved accessibility, due to improved public transport services and new bus station and rail services, can improve public access to the existing heritage assets. Care will need to be taken to ensure that the development of considerably enhanced public transport infrastructure does not give rise to visual clutter. This is alluded to in general terms elsewhere within the LTP3.	+	Additional emphasis could be placed on the importance of considering improved accessibility by public transport to existing heritage assets and ensuring that the design of signage infrastructure/lining/carriage way painting etc. is sensitive to the context.	Low	On the basis that the component seeks to increase public transport use and improve accessibility to the historic environment, the overall assessment of residual impacts predicts

		Overall, the effects are likely to be **slight beneficial** over the **medium to long term**.				**moderate beneficial** effects.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be 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	The focus of the component is on improving public transport provision across a range of modes (bus, rail and taxis). This, along with measures to encourage **the upgrade of the bus fleet with greater use of lower emission vehicles and alternative fuels**, is likely to contribute to reductions in noise and air pollution arising from lower rates of traffic growth. Taken together, these outcomes have the potential to convey slight benefits to existing habitats and species. However, by seeking to improve public transport provision within the Borough, the strategy proposes a new direct rail link to be provided from the Great Western Rail Line to Heathrow Airport and creation of rapid transit services along the A4 corridor from town centre and Slough Trading Estate with potential extension to Maidenhead. These schemes have some potential to adversely affect habitats and species that are important on a national and local scale. However, the significance of effect will depend upon their exact location, which is not defined in the LTP3. On balance, taking the precautionary approach to assessment, the component is considered potentially to result in **slight adverse** effects against the component across the **short to long term.**	-	Additional emphasis could be placed on including a greater level of detail with regard to the specific location of the new schemes likely to be delivered in the Plan period. This would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.	Low	Overall, the effects are predicted to be **slight adverse.** In part, this is due to insufficient detail on the location of the new schemes, resulting in the need to adopt a precautionary approach to assessment.
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	The component will be associated with some elements of landtake, with the majority attributable to the proposed Western Rail Access to Heathrow and the rapid transit service along the A4 corridor. There is the potential for this to affect groundwater quality and resources through additional hard-surfacing that could lead to run-off, though this should be possible to mitigate through design and will mainly occur during construction stage. Some effects	-	The LTP3 should include reference to the requirement for Construction Environmental Management Plans (CEMP) to be produced for the works that will be delivered during the Plan period. This should	Medium	Overall, taking the recommendations into consideration, the component is predicted to have a **neutral** effect

		might also arise due to the construction of the new bus station, as part of the Heart of Slough project. However, effects are likely to be slight adverse as the new bus station is being proposed in an area that is already heavily built up. Though this component might also lead to modal shift away from cars, this is likely to have little effect on pollution to watercourses through run-off from roads (which will still be in place anyway) and air pollution then entering the water cycle. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **slight adverse effects** throughout the Plan period, linked to works (i.e. **short to long term**).		reduce the risk of pollution, resulting in a more favourable assessment.		against the SEA objective.
9	Enable adaptation to the effects of climate change including the risk of flooding	The measures within the component indicate that the new bus station will be approached as an opportunity to enhance the public realm. In turn this means that opportunities will exist to introduce more resilient materials, upgrade drainage and augment green infrastructure, albeit that the strategy does not make a specific commitment to this. However, depending upon location of the Western Rail Access to Heathrow and the rapid transit service along the A4 corridor, the component may or may not contribute to an increase in flood risk. This is mainly due to the fact that whilst the Maidenhead, Windsor and Eton flood alleviation channel has reduced the area of land at risk from flooding in Slough, a proportion of the Borough is still at risk. On balance, the assessment predicts that the component will give rise to **slight beneficial effects** in the **medium to longer term.**	+	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.	Low	Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver **moderate beneficial effects.**
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	The nature of the component is such that it will inevitably result in a requirement for additional resources and increased waste production to deliver new schemes (Western Rail Access to Heathrow, the rapid transit service along the A4 corridor and the new bus station as part of the Heart of Slough project) and to enhance bus stations to improve service and increase interchange (Slough Station, Langley and Burnham stations).	--	The LTP3 should place greater emphasis on the need for materials to be sustainably sourced; and works to adhere to a CEMP that includes methods of sustainable waste management.	Low	Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a

		Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **moderate adverse effects** against the objective.				**neutral** effect against the objective.
11	Maximise the use of renewable energy and technologies and increase energy efficiency	The component proposes incorporation of RTPI and new signage that could be designed to capitalise on renewable energy (e.g. photovoltaics for signage, cameras, RTPI) and energy efficiency (e.g. low energy bulbs). The strategy makes a commitment to enhance existing stations; however, no explicit reference is made to energy use. Adopting a precautionary approach to assessment, the component is predicted to have a **neutral** effect against the objective throughout the plan period (i.e. **short to long term**).	0	The LTP3 should recognise the opportunities to use the maintenance programme as a means of introducing renewable energy to transport installations and incrementally improving the energy efficiency.	Low	Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **slight beneficial effect** against the objective.
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	This component proposes measures that are likely to improve and enhance local townscape character. These include station improvements (Slough Station, Langley and Burnham stations) and improved interchanges in the new bus station and in convenient interchange points elsewhere in the town centre and other key locations to be identified across the Borough. Additionally, reduced traffic growth as a result of increased public transport use is also likely to play a role on enhancing the landscape and townscape character. Increased bus services might also increase accessibility to existing natural greenspace for a broader cross-section of the population. The combination of these measures is predicted to result in **moderate beneficial** effects over the **medium to long term**.	++	Additional emphasis could be placed on the importance of considering improved accessibility by public transport to existing natural greenspace.	Medium	On the basis that the component is likely to enhance streetscene and improve accessibility to a broader range of destinations, the overall assessment of residual impacts predicts **moderate beneficial** effects.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	This component contains a series of measures that will improve the travelling experience of vulnerable residents and assist with community cohesion within Slough, including: • The de-cluttering of streets to remove obstacles will help those with impaired mobility; • Making public transport easier to use – with multi-operator ticketing, bus and rail integrated ticketing, making waiting environments safer and enhanced public transport information, staff training, level boarding and fully accessible rail stations under the 'Access for All' programme;	++	No mitigation has been considered necessary as part of this assessment. However, it is important to note that the use of multi-operator ticketing and bus and rail integrated ticketing will only encourage use of these modes if they are an affordable and accessible transport options	Medium	Overall this component is likely to have a **moderate effect** on this objective, due to its potential to improve access to and on the public transport system, fare promotions

		• Ensuring those with mobility impairments are not discriminated against – with a review of taxi fares for accessible taxis, staff training for public transport workers on mobility requirements and level boarding; • Fare promotions / revisions – including promotions for visiting leisure centres, extending the 16-19 concessionary far to rail services; and • Use of subsidised non-commercial bus services to ensure that there are continued services at evenings and weekends for those currently without these services. These measures will improve the travelling environment for those vulnerable residents and therefore, this component is considered to have a **moderate beneficial** effect on this objective in the **medium term**.				(specifically for leisure centres which will encourage community cohesion), and measures to assist the mobility impaired with using public transport.
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	Measures included in this component will enhance access to the public transport system, by making improvements to the ticketing system, including station and stop improvements to create a more accessible, safe, and attractive environment, and improving public transport information by installing RTPI. Cross boundary integration will help those who commute across the Borough boundary, and the delivery of a western rail link to Heathrow Airport will improve the transport options available to staff at Heathrow (a major employment destination for Slough residents even though it sits outside of the Borough boundary). An extension of the 16-19 concessionary pass to rail services is likely to broaden the employment and education horizons of this age group. Overall this component is likely to have a **moderate beneficial** effect on this objective in the **medium to long term**, based on its potential to improve access to key employment sites and extend the concessionary pass to rail services.	++	No mitigation has been considered as part of this assessment	Medium	Overall, this component is likely to have a **moderate beneficial** effect on this objective due to its potential to improve access to, and attractiveness of, public transport services within Slough, and its cross boundary measures which will encourage use of public transport, and widen accessibility to education and employment destinations inside and outside of the Borough.
15	Improve the health and well being of the	The emphasis of this component is on promoting increased public transport use, which is likely to lead to	+++	No further mitigation has been considered as part of	Medium	On the basis that the component

	population and reduce inequalities in health *(Health specific objective)*	discouraging private car usage, therefore reducing traffic growth and congestion. This can offer benefits to human health, particularly given that the public transport corridors and hubs are often the parts of Slough with the greatest footfall. In addition, effective implementation of the component is likely to encourage modal shift to more sustainable modes, which will increase the proportion of the population adopting more active travel behaviours. Additionally, public transport access to healthcare facilities will be improved. Access to Wexham Park Hospital will be maximised by public transport; public transport information will be disseminated to patients; personalised travel planning will be offered to those with specific mobility needs; and the LTP3 includes a commitment to exploring the potential to offer fare reductions for those required to attend frequent medical appointments. In addition, smart ticketing proposals include offering discounts on sport and leisure to those users presenting bus or rail tickets. All these measures are likely to significantly contribute to improving health and reducing health inequalities within the Borough. Overall, the effects are likely to be **large beneficial** over the **medium to long term** based primarily on the potential to increase walking and improved accessibility by walking to healthcare facilities.		this assessment.		seeks to increase walking and accessibility to healthcare facilities, the overall assessment of predicts **large beneficial** effects.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	The component includes some measures that aim to deliver training and education on road safety and the avoidance of accidents to bus drivers. The strategy envisages that these will be done in conjunction with bus operators. Travel planning also offers the potential to raise awareness and deliver training to public transport users. By focusing on increasing public transport use, this component is likely to encourage modal shift away from cars. This is likely to also contribute to reducing the risk of accidents by lowering the overall number of cars using the network (i.e. as more people use mass transit). Overall, the component is considered likely to result in **moderate beneficial effects** in the **medium term.**	++	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are predicted to be **moderate beneficial** as a result of the combination of increased training and hazard reduction.
17	Reduce crime and the fear of crime	By enhancing bus/rail stations and improving interchange points it is expected that safety measures will be included	++	No further mitigation has been considered as part of	Medium	Overall, the effects are

	(Health specific objective)	as part of the schemes. Safety training and awareness will also be provided to drivers of public transport modes. Over time, it is expected that the multi-faceted approach to enhancing public transport quality, availability and attractiveness will bring considerable benefits in terms of increased vitality. Additional footfall in and around public transport interchanges and on routes accessing them is likely to contribute to a reduction in fear of crime and help to deter opportunist crime. Overall, the component is considered likely to result in **moderate beneficial effects**, realised from the **medium term** onwards.		this assessment.		predicted to be **moderate beneficial** as a result of increased safety training, awareness and natural surveillance.
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)*	The measures included within this component to improve public transport include the following; • Improvements to stations / stops; • Improvements to ticketing options; • Promotions / concessions on fares; • Accessibility improvements to access public transport services; • Enhanced public transport information; • Use of non-commercial bus services during evenings and weekends where necessary; • Cross boundary integration; and • Provision of western rail link to Heathrow. Each of these measures will improve accessibility onto the public transport system and to key services. The latter three bullet points will improve accessibility across the Borough and outside, which will enhance access employment, education, healthcare and other facilities which may currently be problematic (due to timetabling, indirect routes, lack of services etc.) Therefore, this component is considered to have a **large beneficial** effects on this objective in the **medium to long term**.	+++	No mitigation has been considered as part of this assessment	Medium	Overall, this component has the potential to have a **large beneficial** effect on this objective due to route enhancements / additions which will improve access to key destinations inside and outside of Slough, and improvements to public transport services which will improve access onto the services as well as their attractiveness as a mode of transport.

Table D.8 – Component 8: Road Safety and Asset Management

Component 8	Road Safety and Asset Management
Description	The LTP3 is designed to complement the work of the 'Safer Slough Partnership'. The proposals aim to deliver local road safety and community safety schemes. This includes the provision of a range of targeted education and training programmes, focused on accident hotspots for children, motorcyclists, walkers and cyclists. Para. 7.6.4 indicates that these will be delivered in a range of ways: • *"Publicising campaign material on the public transport network (for example 'bus back advertising' and on trains);* • *Publicity during advertising breaks in local cinemas and on local radio;* • *Publicity through the local press;* • *Multi-agency publicity events such as crash scenes in town centre;* • *Localised campaign initiatives; and* • *Working with community partners to address the over-representation in Slough's accident statistics of people from an Asian background."* Enhancements to the public realm, lighting and the provision of CCTV (see Components 2, 3 and 7) all aim to deliver enhanced user safety. This includes recognising where the installation of a non-slip surface would bring specific benefits. The maintenance strategy prioritises achieving high standards and using maintenance as an opportunity to deliver improved attractiveness of the streetscene and reduced street clutter (i.e. unnecessary highway signs and guard rails). The LTP3 is supported by the Transport Asset Management Plan (TAMP), which sets out the approach to maintaining the highway infrastructure and the public realm in terms of street cleansing, repairing signs, cleaning street lights and re-laying of kerbs. These activities are all seen as offering benefits in terms of visual amenity, anti-social behaviour and community safety. Para 7.8.62 highlights that LTP3 intend to improve the contingency planning and incident management, by: • *"continuing to participate in the Thames Valley Local Resilience Forum;* • *develop a transport infrastructure contingency plan which will fit under the umbrella emergency plan document;* • *formalise existing contingency plans;* • *investigate the development of other contingency plans, including prioritisation of key routes, infrastructure risk, flooding locations, and diversionary routes;* • *ensure all parties involved in contingency planning and incident management have the information they require, e.g. diversionary route plans;* • *develop an efficient system for communicating information on incidents to the public, via various media means and road signs; and* • *continually review the Council's own contingency planning and incident management."*

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

SEA Objectives		Description of effect on resources and receptors[38]	Scale / significance of effect	Description of mitigation / enhancement and its implementation	Level of certainty	Summary for AST
1	Address the causes of climate change through reducing emissions of greenhouse gases	The focus of the component is on measures to improve safety and ensure the appropriate maintenance of the transport infrastructure across Slough. It contains little offering any potential for tangible impacts on the objective. The component is predicted to have **no effects** against the objective throughout the LTP3 period (i.e. **short to**	0	No further mitigation has been considered as part of this assessment.	High	Overall the component is considered to have **no effects** on the objective.

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

		long term).				
2	Reduce the need to travel by car and improve the efficiency of sustainable modes of transport including public transport, cycling and walking	The component does not focus on measures to reduce the need to travel – there are addressed through other parts of the LTP3 – however, there is potential for effective maintenance and the enhancement of user safety to deliver benefits in terms of transport efficiency. Given the proposed scope of the TAMP, these benefits should be experienced across a range of modes. It is considered that the component offers potential to deliver **moderate benefits** against the objective, most markedly in the **medium to longer term.**	++	No further mitigation has been considered as part of this assessment.	Medium	Overall the effects are predicted to be **moderate beneficial** based on the potential for well maintained networks to enhance transport efficiency.
3	Reduce noise, vibration and light pollution from transport	The component is likely to deliver a range of effects against this objective – the construction phases of the maintenance and enhancement works will inevitably result in increased noise, lighting and signage and result in some re-routeing and general temporary disruption at various places across the network. Enhancements to the public realm and user safety are also likely to result in increased lighting, albeit that there is a commitment to ensuring that this is delivered in a manner than enhances the environment/streetscene. In addition, any disruption should be offset by benefits in terms of the resultant efficiencies associated with effective maintenance of the network. On balance, it is considered likely that the component will emerge from a range of **beneficial and adverse** effects in the **short and medium term**, improving to **slight then moderate beneficial** effects in the **long term.**	++	The LTP3 could benefit from a commitment to implementing sustainable construction practices in all new infrastructure development.	Low	Overall the effects are predicted to increase over time to **moderate beneficial** as the LTP3 progresses towards full implementation in the longer term.
4	Reduce air pollution and ensure air quality continues to improve	The measures within the component will have a range of effects against the objective. Following maintenance and streetscene improvements, it is likely that the network will flow more efficiently for the full range of modes and there is considerable potential for the component to assist in tackling congestion, including as part of the contingency planning for major incidents. Enhancements to the public realm and user safety may also assist in encouraging increased levels of walking and cycling over time, particularly for shorter trips. However, the construction period is likely to be associated with network disruption, potentially affecting a range of modes and this is likely to be associated with hotspots of congestion and localised air pollution.	+	The LTP3 could benefit from a commitment to implementing sustainable construction practices in all new infrastructure development. In addition, the best practice of emergency contingency planning should also be applied to the planning of temporary maintenance disruptions to minimise the impacts of works on the SEA objective.	Medium	Taking the proposed mitigation into consideration, the overall effects are predicted to offer the potential to deliver **moderate beneficial** effects.

		Overall the balance of effects is considered to be weighted in favour of benefits and the assessment predicts **slight beneficial** effects emerging over the **medium to longer term.**				
5	Maintain, protect and enhance buildings, sites and features of archaeological, historical or architectural interest and their settings	The component includes a number of measures that have the potential to have a presence in the streetscene, potentially to the detriment of the setting of heritage assets. However, the nature of the component is such that works will tend to be temporary in nature and the overall intention to use maintenance as an opportunity to deliver de-cluttering in the public realm should offset adverse effects and, in some instances, delivers benefits. In addition, by enhancing the safety of public transport users and the public realm, there is some potential for the component to support other aspects of the LTP3 that focus on encouraging modal shift away from the private car. On balance, the component is considered to result in **slight beneficial** effects over the **medium term**, potentially rising to **moderate beneficial** effects in the **long term.**	++	The LTP3 could benefit from specific reference to ensuring that works are designed with the aim of minimising visual impacts and disruption. This approach is considered to offer potential for the predicted moderate beneficial effects to be realised in the medium term.	Medium	Overall, the effects are predicted to be **moderate beneficial,** focused in particular on the potential for the component to enhance the streetscene.
6	Identify, manage and protect habitats and species which are important on an international scale *(HRA specific objective)*	An HRA review is being undertaken of the Consultation Preferred Strategy and the results will be 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	The focus of the component is on enhancing the existing network in terms of quality, safety and security. It is considered that the potential for impacts on the undeveloped parts of Slough, which is where the majority of areas of biodiversity interest are sited, is relatively low – this will be linked to extensions to the network of which few are proposed throughout the LTP3. Consequently, although the measures will result in temporary increases in noise, vibration and lighting associated with works; and alterations to the public realm designed to enhance user safety, there are unlikely to be significant adverse effects. On balance taking the precautionary approach to assessment, the component is considered potentially to	-	The LTP3 could include a greater level of detail with regard to the specific infrastructure and public realm enhancements likely to be delivered in the Plan period. This would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.	Low	Overall, the effects are predicted to be **slight adverse.** In part, this is due to insufficient detail on the specifics of the measures, resulting in the need to adopt a precautionary approach to assessment.

		result in **slight adverse** effects against the component across the **short to long term.**				
8	Maintain and improve the water quality of rivers and ground waters and achieve sustainable water resources management	The component will be associated with some elements of network disruption, which will be linked to temporary and localised impacts on the nature and distribution of congestion hotspots and associated pollutant concentrations. In undertaking maintenance and works, the component will also be linked to temporary elevations in the level of risk of pollutants affecting groundwater. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **slight adverse** effects throughout the Plan period, linked to works (i.e. **short to long term**).	-	The LTP3 should include reference to the requirement for Construction Environmental Management Plans (CEMP) to be produced for the works that will be delivered during the Plan period. This should reduce the risk of pollution, resulting in a more favourable assessment.	Medium	Overall, taking the recommendations into consideration, the component is predicted to have a **neutral** effect against the SEA objective.
9	Enable adaptation to the effects of climate change including the risk of flooding	The measures within the component indicate that maintenance and network management will be approached as an opportunity to enhance the public realm. In turn this means that opportunities will exist to introduce more resilient materials, upgrade drainage and augment green infrastructure, albeit that the strategy does not make a specific commitment to this. On balance, the assessment predicts the component will give rise to **slight beneficial** effects in the **medium to longer term.**	+	The LTP3 should make a commitment to using maintenance as a means of introducing materials that are resilient to climate change and introducing additional green infrastructure in public realm enhancement where appropriate.	Low	Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver **moderate beneficial** effects.
10	Ensure prudent use of natural resources , conserving soil and mineral resources and quality and minimising the production of waste	The nature of the component is such that it will inevitably result in a requirement for additional resources to deliver new schemes, maintenance and improvements to the quality and security of the transport infrastructure throughout Slough. To some extent, by making a strong commitment to maintaining the existing infrastructure, adverse effects may be partially offset by actions that will prolong the usable lifetime of existing installations and carriageways. Adopting a precautionary approach to assessment, there is considered to be a risk that the component could result in **moderate adverse** effects against the objective.	--	The LTP3 should place greater emphasis on the need for materials to be sustainably sourced; and works to adhere to a CEMP that includes methods of sustainable waste management.	Low	Overall, taking the recommendations into consideration, the component is considered to have the potential to deliver a **neutral** effect against the objective
11	Maximise the use of renewable energy and technologies and increase energy efficiency	The component includes elements of replacement infrastructure and installations that could be designed to capitalise on renewable energy (e.g. photovoltaics for signage) and energy efficiency (e.g. low energy bulbs). The LTP3 makes a commitment to using maintenance as a means of enhancing the public realm; however, no	0	The LTP3 should recognise the opportunities to use the maintenance programme as a means of introducing renewable energy to transport installations and	Low	Overall, taking the recommendations into consideration, the component is

		explicit reference is made to energy use. Adopting a precautionary approach to assessment, the component is predicted to have a **neutral** effect against the objective throughout the plan period (i.e. **short to long term**).		incrementally improving the energy efficiency of the network infrastructure.		considered to have the potential to deliver a **moderate beneficial effect** against the objective
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	The measures within the component include a commitment to using maintenance as a means of de-cluttering and enhancing the public realm – this should deliver improvements against the objective. In the absence of detailed information regarding potential expansion of the network, there is also some potential for benefits to be delivered in terms of improved access/safety, including to natural greenspace. Adopting a precautionary approach to assessment, the component is considered to offer the potential to deliver **moderate beneficial** effects against the objective in the **longer term.** This is, in part, a reflection of the considerable scale of clutter that already exists under the baseline position in Slough, whereby relatively minor changes can offer marked benefits.	++	The LTP3 could benefit from the inclusion of additional detail regarding the specific infrastructure and public realm enhancements likely to be delivered in the Plan period. This would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.	Medium	Taking the recommendations into consideration, the component is considered to have the potential to deliver **moderate beneficial effects**, which may be realised from the medium term onwards.
13	Protect the vulnerable, disadvantaged and mobility impaired to create cohesive communities *(Equalities specific objective)*	Measures included in this component focus on safety publicity events, training, improvements to the public realm, security measures and improvements to the streetscape. Improvements to the streetscape, making use of maintenance to improve attractiveness of the area, and reducing street clutter will assist with creating a better environment, reducing anti social behaviour and community safety, which will in turn, encourage people to travel and socialise more within the area, and therefore assist with community cohesion. Delivering safety training and running publicity events will raise awareness of road safety and train residents on safe practices when travelling within the Borough, and improved security measures will improve the overall feeling of safety - particularly in deprived areas. A focus on reducing the proportion of accidents of people with an Asian background with community partners should assist with training this vulnerable group on safety issues.	+	No mitigation has been considered as part of this assessment.	Medium	This component has the potential to achieve a **slight beneficial** effect on this objective, based on improvements to the local environment and safety (both perceived and actual) which will help create a more welcoming environment for residents, reduce perceived and actual safety issues and therefore encourage community

		Improvements to the overall environment and a wider feeling of safety will be particularly important for elderly groups as well as those with mobility impairments who are may have confidence issues when travelling within the Borough. Overall, this component is considered to have a **slight beneficial** effect on the objective in the **short to medium term**, due to its potential to improve the local environment, improve safety (both actual and perceived) which will therefore encourage people to travel and socialise more within the Borough. obtained				cohesion within the Borough.
14	To raise attainment and aspiration levels of all people to acquire the skills needed to be employed locally *(Equalities specific objective)*	This component focuses on providing a range of road safety training and promotional events, improving the local environment in terms of streetscape, de-cluttering, public realm improvements, and provision of CCTV. Each measure in this component is likely to help improve safety within the Borough, and assist with any perceived safety issues when travelling. Creating a more welcoming environment will encourage people to travel more within the Borough, however there are no specific schemes targeted at access to employment or education and therefore this component is considered to have a **neutral** effect on this objective.	0	No mitigation has been considered as part of this assessment	Medium	Overall this component is considered to have a **neutral effect** on this objective.
15	Improve the health and well being of the population and reduce inequalities in health *(Health specific objective)*	Insofar as effective maintenance and enhancing the safety and security of the transport network will benefit accessibility, the component offers some potential for benefits. The component is considered likely to deliver **slight beneficial** effects against the objective.	+	The LTP3 could benefit from the inclusion of additional detail regarding the specific infrastructure and public realm enhancements likely to be delivered in the Plan period. This would increase the confidence with which a prediction of effects could be made, potentially resulting in a more favourable assessment.	Medium	Overall, the effects are predicted to be **slight beneficial** based on improvements to the quality of the transport infrastructure and safety of users.
16	Reduce the number of road accidents (particularly in deprived areas) and accidents on public transport and pavements *(Health specific objective)*	The component includes some measures that aim to deliver training and education on road safety and the avoidance of accidents. The LTP3 envisages that these will work as a complement to the work of the 'Safer Slough Partnership' and will be assisted by the implementation of an effective process of maintenance. Overall, the component is considered likely to result in	+++	No further mitigation has been considered as part of this assessment.	Medium	Overall, the effects are predicted to be **large beneficial** as a result of the combination of physical improvements

		moderate beneficial effects in the **medium term**, increasing to **large beneficial** effects in the **longer term.**				and training.
17	Reduce crime and the fear of crime *(Health specific objective)*	The component contains a number of measures that aim to enhance the safety and security of transport users through a combination of physical improvements to transport infrastructure, additional security measures and pro-active approaches to training and awareness raising. The component is predicted to deliver increasingly marked benefits over the duration of the LTP3, resulting in **large beneficial** effects in the **medium to longer term.**	+++	No further mitigation has been considered as part of this assessment.	High	Overall, the effects are predicted to be **large beneficial** as a result of the combination of physical improvements and training.
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)*	Measures included in this component are likely to have some impact on accessibility within the Borough. Improvements to the public realm, de-cluttering of streets, street cleansing and street lighting will make a more welcoming environment for walking and cycling, and therefore may encourage people to use these modes of transport more often for their journeys. An increased feeling of safety (whether due to actual safety levels, training / publicity, or as a result of better security measures etc.) will also assist with encouraging people to spend more time within the Borough. Taken together, these measures are considered to have a **slight beneficial** effect on this objective in the **short to medium** term, based on their likely impact of improving the local environment, and improving safety (actual or perceived), and therefore encouraging more people to walk and cycle as a mode of transport across the Borough.	+	No mitigation has been considered as part of this assessment	Medium	Measures included in this component are likely to have a **slight beneficial** effect on this objective due to their potential to improve the overall environment (in terms of attractiveness and safety), and therefore encourage residents to walk and cycle more for their journeys.

Appendix E – EqIA Report

Contents

Section Page

E.1 Introduction

Atkins has been commissioned by Slough Borough Council (SBC) to carry out an Equalities Impact Assessment (EqIA) to identify any positive and negative impacts that may result from the third Local Transport Plan (LTP3) on equality target groups.

This report outlines the data sources and methodology used in identifying the socio-demographic profile of the area and the findings of the EqIA in terms of its effect on equality target groups.

The EqIA has been integrated within the Strategic Environment Assessment (SEA) process but this report focuses on the EqIA only.

Equality Impact Assessments

The purpose of an EqIA is to ensure that a scheme, strategy or policy does not discriminate against any individual or community and where possible promotes equality for all.

On the whole, EqIAs should make sure that equality is placed at the centre of policy development and review, as well as service delivery.

An EqIA considers impacts on a variety of groups, mainly focussing upon:

- Gender;
- Age;
- Race;
- Religion;
- Disability; and
- Sexual orientation.

These groups stem from the existing legislation in the United Kingdom that covers discrimination. Whilst guidance recommends these groups, a number of other groups may also be examined, dependent upon the specific demographic and socio-economic make up of the area.

EqIA outputs help to form decisions and provide recommendations to ensure that any changes to a scheme or policy address any equality issues identified and take account of any impacts the changes may have on the local communities as a result of the LTP and related Implementation Plan. The early assessment will also provide advice on effective actions to mitigate against any negative impacts and/or promote and maximise positive outcomes.

An effective EqIA can achieve increased participation with residents and therefore more transparency in relation to policy and service development, and a more proactive approach to the promotion of equality at the heart of public policy.

The inclusion of an EqIA throughout the development process of policies or plans ensures that any potential negative imacts of a scheme are identified and mitigated against at an early stage of the development process.

Equality Impact Assessments in LTP3

LTP3 guidance requires an evidence-led EqIA to be completed to help inform the development of the LTP, ensuring it addresses any equality issues identified and takes account any impacts the LTP may have on the local communities.

SBC are committed to ensuring that all of their policies, plans and schemes promote equality of opportunity, with the Corporate Equalities Plan stating:

> *" Slough Borough Council believes that the principles of equality and diversity lie at the heart of public service provision and are rooted in a commitment to excellent local services, as well as legal compliance. The aim of the council is to embed these*

principles into our everyday activities and ensure that equality of opportunity exists for all of our communities."

Production of an EqIA also assists authorities in achieving their DfT goals of contributing to **better safety, security and health**, promoting **greater equality of opportunity** and **improving the quality of life** for residents, therefore benefitting the whole community.

Structure of this Report

Following this introductory chapter, this report contains three further chapters, as follows:

- Chapter 2 – details the methodology employed in undertaking this equality impact assessment;
- Chapter 3 - provides information on the socio-demographic profile of residents within Slough, for the key equality interest groups;
- Chapter 4 – details the assessment of the LTP3 components on the key equality groups within the Borough; and
- Chapter 5 – provides a summary and recommendations as a result of the equality impact assessment.

E.2 Methodology

Background

The EqIA process focuses on six key stages, as shown in Figure 2.1 below.

Figure 15.1 – EqIA Process

In developing our proposed approach as part of the LTP process, the following guidance and documents have been reviewed and considered:

- http://www.idea.gov.uk/idk/core/page.do?pageId=8017247 the Equality and Diversity web link which includes the 'Equality Standards for Local Government';
- Equalities Act - Equality Impact Assessments. Government Equalities Office, April 2009; and
- Slough Corporate Equalities Plan, 2009-2012.

Assessment Framework

As the LTP3 involves a large number of schemes, plans and initiatives, it has been necessary to formulate an assessment framework to effectively manage and assess the elements included within the LTP3 preferred strategy.

The strategy has been grouped by themes, based on similar aims and objectives, and subsequently divided into 8 components for assessment, namely:

- Component 1 - Accessibility and Smarter Choices;
- Component 2 – Cycling;
- Component 3 – Walking and Rights of Way Improvement;
- Component 4 – Freight Management;
- Component 5 – Intelligent Transport Systems and Network Management;
- Component 6 – Parking Policy;

- Component 7 – Public Transport; and
- Component 8 – Road Safety and Asset Management.

A summary of the components used for the assessment are shown in Table 10.2 of the Strategic Environmental Assessment.

The assessment of each component was undertaken considering each component as a whole, and was undertaken taking into account each of the equality target groups. Cumulative effects have also been taken into account as part of the assessment.

E.3 Socio-demographic Profile of Slough

This EqIA seeks to examine the impact of LTP3 proposals on local residents. It is therefore important to understand the population within Slough, to examine the spread of key social groups within the Borough who are known to have particular transport needs, or who may experience specific difficulties or issues when accessing the transport system.

As discussed in the introduction, EqIAs focus on a number of key Equality Target Groups, as follows:

- Gender – with a specific focus on women;
- Age – specifically the young and the old
- Ethnicity – specifically black, Asian and minority ethnic groups;
- People from different religious backgrounds;
- Disabled people ; and
- Sexual orientation – lesbians, gay men, bisexual and heterosexual groups.

However, the following groups also need to be assessed as they have the potential to become socially excluded:

- People on low incomes;
- Job seekers;
- Immigrants;
- Residents in deprived areas; and
- Those without access to a car.

This report focuses on the Equality Target Groups but makes an assessment on these other groups as well.

This socio-demographic review examines the most current data on each social group. The sources used within this report are detailed in Table 3.1.

Table 15.2 – Data sources used for socio-demographic profiling

Key Group	Data Source
Gender	Census 2001, Sex
Age	Census 2001, Age
Ethnicity	Census 2001, Ethnic Group
Religion	Census 2001, Religion
Disability	Disability Allowance Claimants, November 2009
Low income	Census 2001, Occupation Groups
Job seekers	Job Seekers Allowance Claimants, April 2010
Immigrants	Department for Work and Pensions, 2009
Deprivation	Index of Multiple Deprivation (IMD) 2007
Those without access to a car	Census 2001, Cars or Vans

Gender

Department for Transport (DfT) research[39] has shown that men and women face different personal security barriers when travelling, in addition to any specific travel requirements - for example personal security is often a concern for women, specifically when travelling alone (and they therefore prefer good lighting, CCTV, staffing etc.). These differing travel needs / requirements are important to consider when making changes to the transport network, to secure safety and reduce perceived safety issues for travellers (specifically women) in the area to ensure that the transport system is accessible for all.

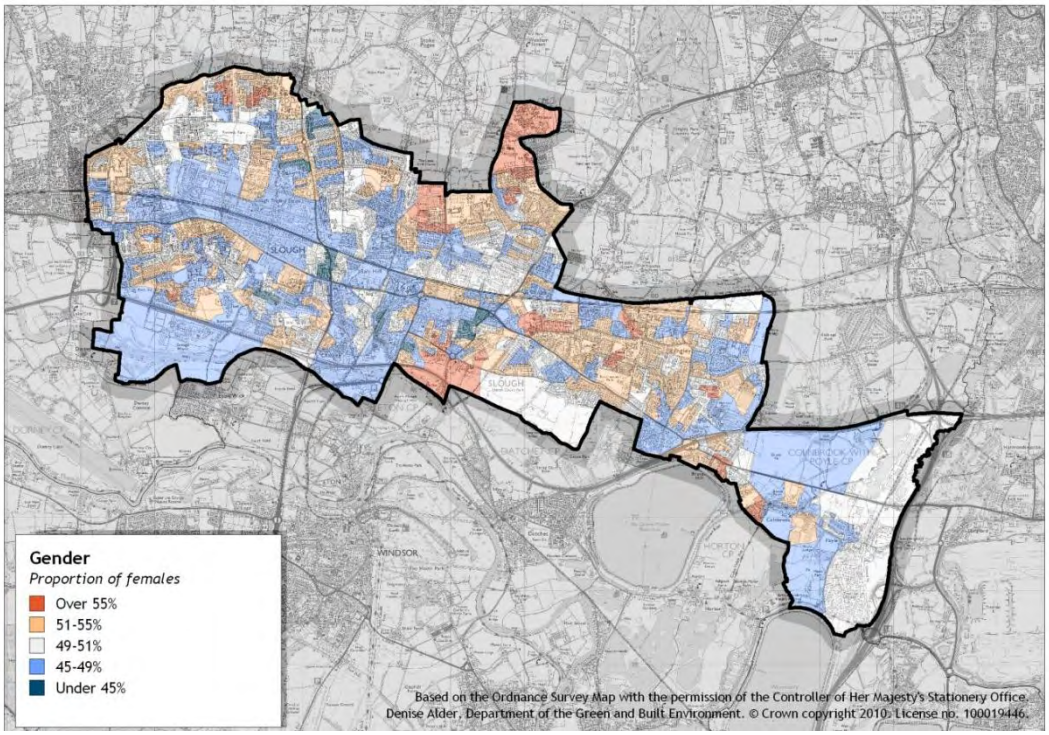
Within Slough, the proportion of male and female residents is fairly equal, although there are a slightly lower proportion of women in Slough compared to the South East regional and national figures, Table 3.2. The gender distribution varies across the Borough, with the proportion of females ranging from 42% (in areas of Britwell, Chalvey and Upton) to 63% (in areas of Wexham Court, Britwell, Upton and Burnham), Figure 3.1.

Table 15.3 – Gender Breakdown: Slough, South East and England (% of total population)

Group	Slough	South East	England
Female	50.2%	51.2%	51.3%
Male	49.8%	48.8%	48.7%

Source: Census 2001

Figure 15.2 – Proportion of Women in Slough



Age

The age of people affects their travel needs, behaviour, and the barriers they experience in accessing the services and facilities they need. This analysis focuses on three age groups:

[39] DfT research on personal security:
http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5#a1014 or
http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5

- Young people – under 18 years of age;
- Working age – 18 to 64 years of age; and
- Older people – 65 years of age and older.

The travel requirements of young people are predominantly focussed around accessing education and training facilities, whether with a dependent (with parent/carer) or independently. The modes of travel available to this age group also vary, with younger ages commonly driven or walked to school, whilst older aged residents have a wider choice (foot, cycle, public transport, or driven to school). Young adults (16 – 18) may need to travel to places further a field to access specific courses or new employment, and often people of this age group will rely on public transport, walking or cycling. Car ownership may be an attractive option for this age group, but can be an expensive option as this group are likely to be on lower incomes when starting their career.

The working age group's (18 – 64) travel needs will vary dependent on individual needs, but it is recognised that good, reliable access to employment will be a priority, commonly followed by the requirements of the school run and other carer responsibilities.

Travel requirements of older people may revolve around accessing essential services such as healthcare, but will also be used to enable social interaction and retain independence. Changing requirements of older people (including increasing dependency on public transport but a difficulty using these services, perceived security issues when travelling, and barriers to obtaining public transport information) are likely to have consequences on transport in future.

A comparison of the age profile of Slough residents to regional and national figures is provided in Table 3.3, and the geographical distribution of each age group is shown in Figure 3.2 to 3.4.

The proportion of young people and the working age population is slightly higher, but in line with, regional and national figures. However, the proportion of older people is noticeably lower within Slough compared with the regional and national averages.

Table 15.4 – Age Breakdown: Slough, South East, and England (% of total population)

Group	Slough	South East	England
Under 18	24.9%	23.6%	23.9%
16-65	66.8%	64.6%	64.9%
Over 65	10.9%	15.4%	15.0%

Source: Census 2001

While the proportion of young people overall is similar to the proportion regionally and nationally, there is significant variation across Slough in terms of the proportion of young residents, see Figure 3.2. Over 40% of the population in parts of Upton Lea and Manor Park (both north east of Slough) are aged under 18 years, compared to areas of Upton, where under 10% of the population are under 18 years of age.

The working age population is more dispersed (Figure 3.3), with high concentration pockets spread across Slough, including Colnbrook with Poyle, Eton Wick and Chalvey, where between 75% and 94% of the population are of working age.

Slough contains a lower than average proportion of older people (over 65s), although a high proportion of this age group are found in Upton Park and Wexham Court areas (between 40% and 47% of the population area aged over 65), Figure 3.4.

Figure 15.3 – Proportion of Young People in Slough

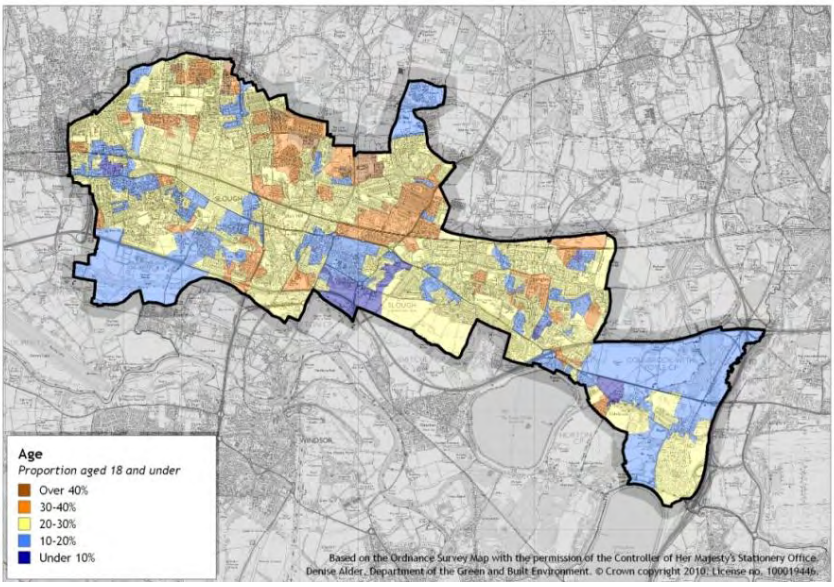


Figure 15.4 – Proportion of the Working Age Population in Slough

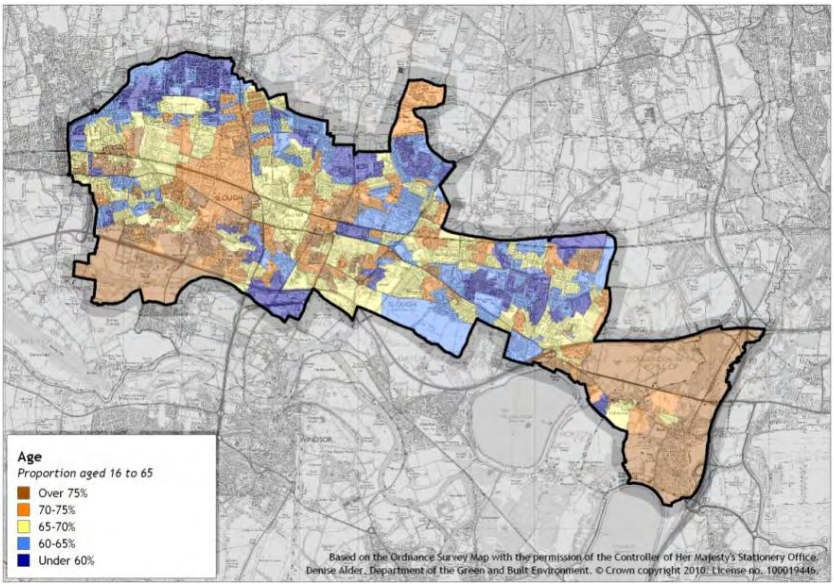
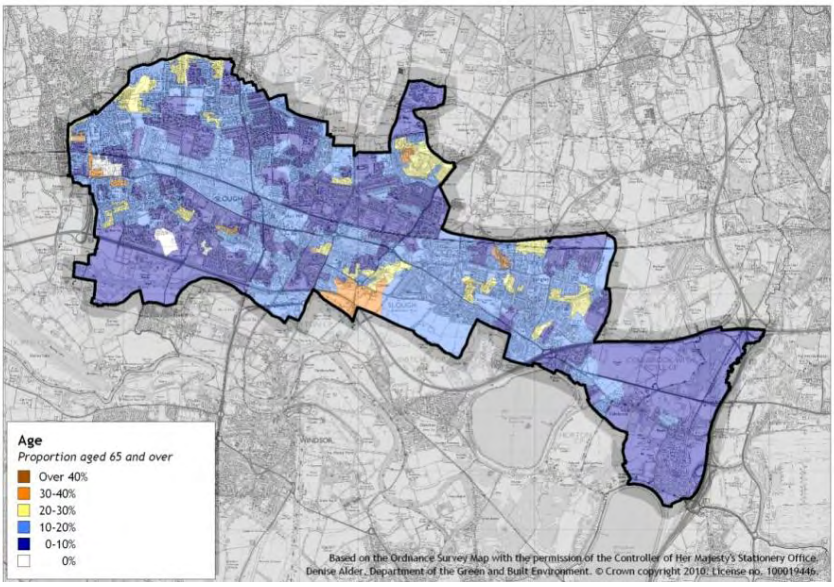


Figure 15.5 – Proportion of Older People in Slough



Ethnicity

Ethnic minority communities are frequently dependent on public transport to access essential services; however DfT[40] research has shown that personal safety and security issues are a specific concern for this group as a result of racist attacks. Therefore, it is an important consideration to ensure that conditions are not worsened for this group who may already experience issues when travelling.

Slough has a very multi-cultural population, 64% of Slough residents are from a white background, compared to 95% in the South East and 91% nationally. A high proportion of residents are from an Asian background, with the proportion within Slough being 12 times higher than the proportion in the South East, and 6 times higher than the national figure, Table 3.4.

Figures 3.5 to 3.9 show geographically the spread of ethnic groups as reported in the 2001 Census, which highlights the spread and concentrations of each ethnic group within Slough. The proportion of Asians within the Borough varies widely, and in some areas rises to over 80% of residents, for example in areas in the north of Chalvey

Britwell, Cippenham and Upton generally show the lowest proportion of residents from white backgrounds (Figure 3.5) and therefore the highest proportion of residents from other ethnic backgrounds.

Table 15.5 – Ethnicity: Slough, the South East and England (% of total population)

Group	Slough	South East	England
White	63.7%	95.1%	90.9%
Mixed	2.3%	1.1%	1.3%
Asian	27.9%	2.3%	4.6%
Black	5.0%	0.7%	2.3%
Chinese	1.0%	0.8%	0.9%

Source: Census 2001

Ethnicity data gathered in the 2001 Census has been used for this analysis, which classifies ethnicity as White (British, Irish or Other), Mixed (White and Black Caribbean, White and Black African, White and Asian, Other), Asian or Asian British (Indian, Pakistani, Bangladeshi, Other), Black or Black British (Caribbean, African, Other) and Chinese or other ethnic group (Chinese, Other ethnic group)

[40] Source: http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/inclusion/mef/publictransportneedsofminori3259

Figure 15.6 – Proportion of Slough Population classed as White

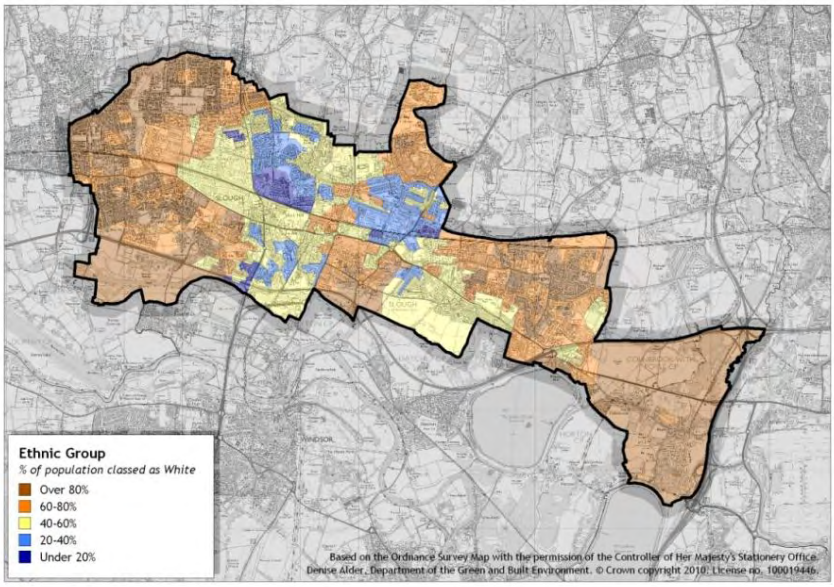


Figure 15.7 – Proportion of Slough Population classed as Mixed Race

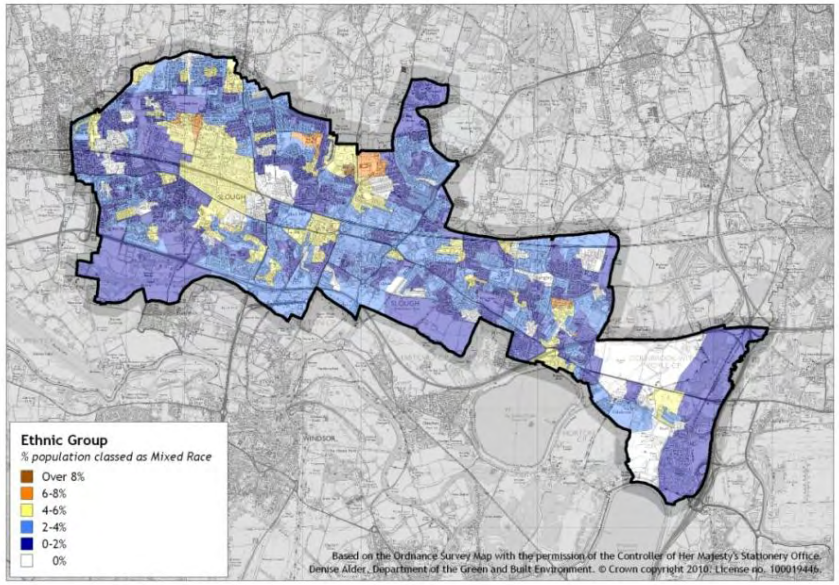


Figure 15.8 – Proportion of Slough Population classed as Asian

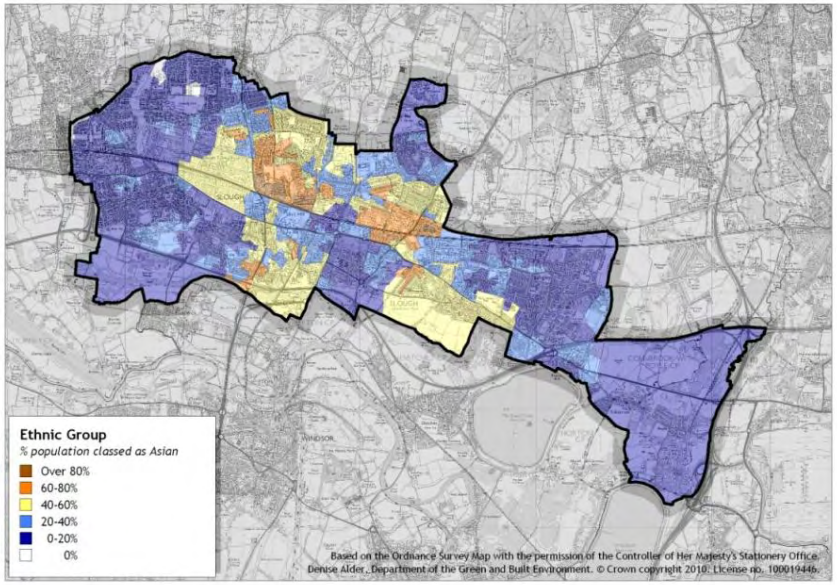


Figure 15.9 – Proportion of Slough Population classed as Black

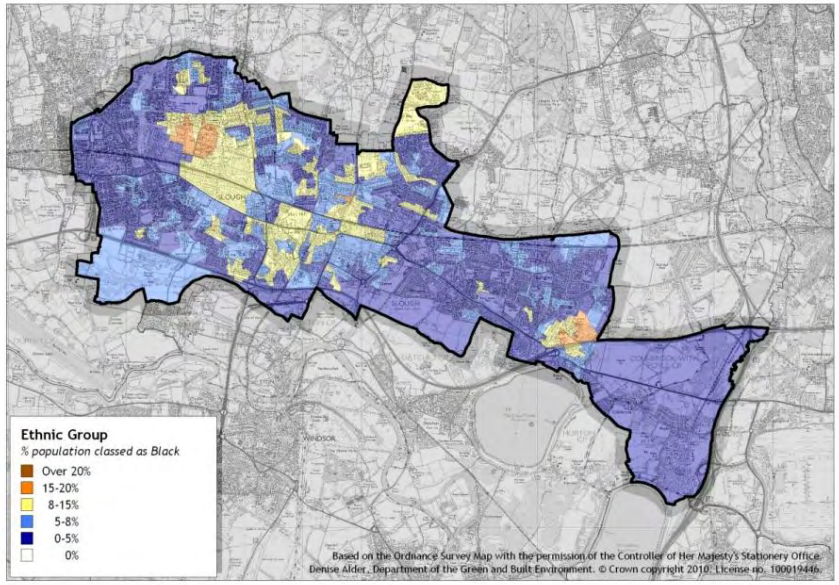
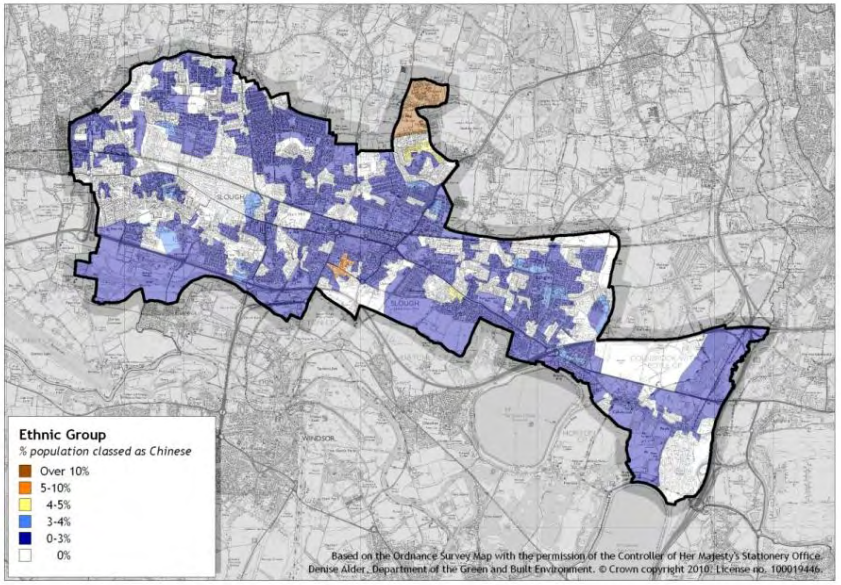


Figure 15.10 – Proportion of Slough Population classed as Chinese



Whilst Census data on the ethnicity of residents provides some background into the populations ethnic background, the number of immigrants entering the country has increased over recent years and the type of ethnic groups have diversified, both of which should be taken into consideration when completing any ethnicity analysis.

National Insurance Number (NINo) registrations data has been used to obtain the number and country of origin of immigrants to the area. It is acknowledged that this data excludes those people who are in the UK but are not working, however due to the problematic nature of obtaining sensitive data on immigration numbers this is considered to be the most appropriate data source available.

This shows that there are a considerable number of immigrants within Slough (5% of all immigrants in the South East, and 1% of immigrants nationally) – with Polish, Pakistani and Indian nationals making the largest proportions of immigrants in the area, Table 3.5. This pattern is similar to the regional and national picture.

Table 15.6 – Number of Overseas Nationals NINo Registrations: Slough, the South East and England (thousands)[41]

Country of Origin	Slough	South East	England
Poland	8.95	97.46	832.47
India	2.82	33.39	306.6
Pakistan	3.37	13.18	157.34
Australia	0.15	14.3	154.02
France	0.42	14.64	130.08
South Africa	0.62	24.17	129.24
Slovak Republic	0.24	17.28	126.83
Republic of Lithuania	0.26	10.06	117.08
China	0.10	11.38	96.72
Germany	0.33	12.42	93.73
Zimbabwe	0.82	8.71	46.89
Romania	0.46	6.37	66.81
Netherlands	0.40	5.1	49.26
Sri Lanka	0.38	4.15	41.14
Philippines	0.31	12.41	70.56
Total	**24.55**	**476.51**	**4,130.63**

[41] Department for Work and Pensions, http://research.dwp.gov.uk/asd/asd1/tabtools/nino_alloc_summ_tables_aug09.xls

Religion

Following on from ethnicity analysis, the multi-cultural nature of Slough means that residents also follow a wide range of religions / faiths. This has an impact on travel requirements within the Borough, as residents will need to access a number of different religious establishments on different days of the week and at different times of the day.

The predominant religion within Slough is Christianity (54%), however this is considerably lower than the regional and national averages (73% and 72% respectively). There is also a noticeably higher proportion of Muslims, Sikhs and Hindus than regional and national averages, Table 3.6.

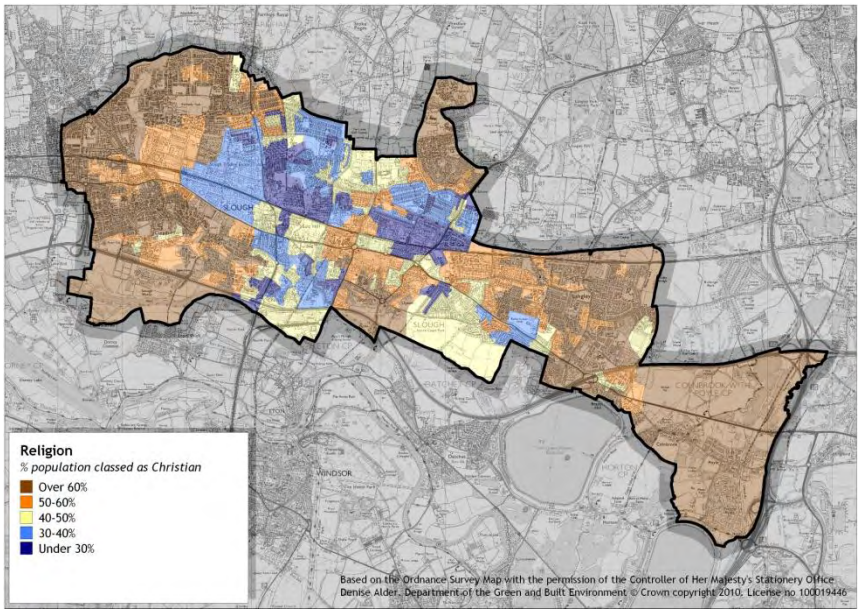
Table 15.7 – Religion Breakdown: Slough, the South East and England (% of total population)

Group	Slough	South East	England
Christian	53.7%	72.8%	71.7%
Buddhist	0.3%	0.3%	0.3%
Hindu	4.5%	0.6%	1.1%
Jewish	0.1%	0.2%	0.5%
Muslim	13.3%	1.4%	3.1%
Sikh	9.1%	0.5%	0.7%
Any other	0.3%	0.4%	0.3%
No religion	11.0%	16.5%	14.6%
Not stated	7.7%	7.5%	7.7%

Source: Census 2001

Figures 3.10 – 3.14 show the geographical distribution of Christian, Buddhist, Hindu, Muslim, and Sikh residents across the Borough[42].

Figure 15.11 – Proportion of Slough Population Classified as Christian



[42] The distribution of Jewish residents is not displayed as there are no key clusters of residents with this religion within the Borough.

Figure 15.12 - Proportion of Slough Population Classified as Buddhist

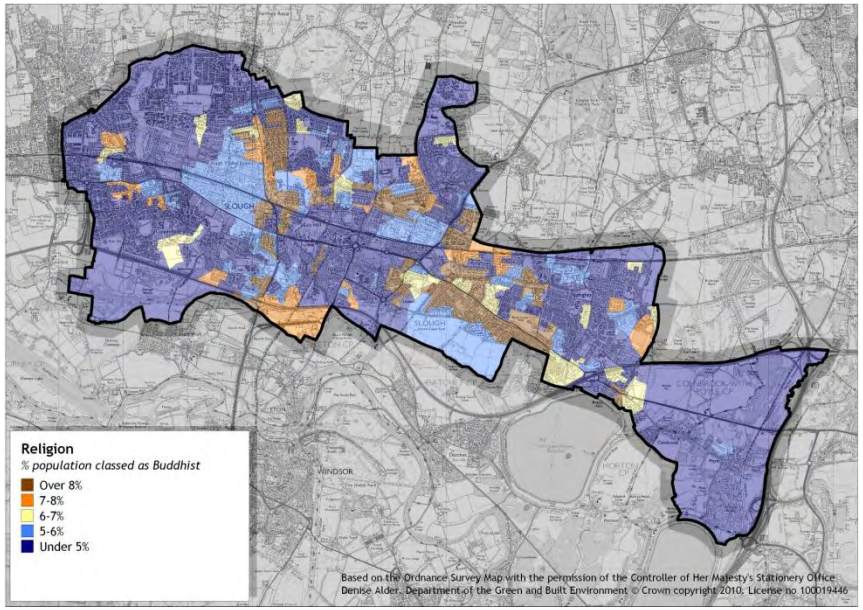


Figure 15.13 – Proportion of Slough Population Classed as Hindu

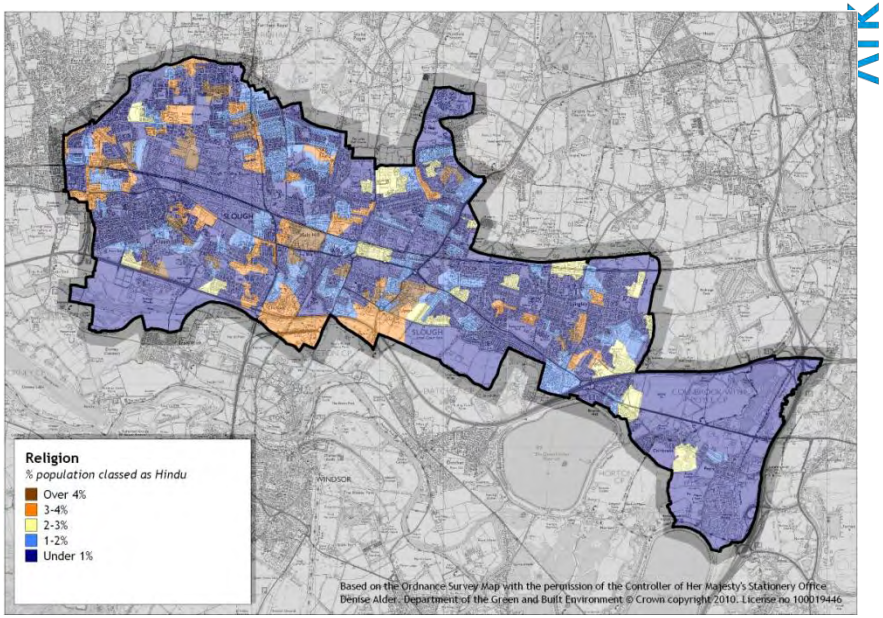


Figure 15.14 - Proportion of Slough Population Classified as Muslim

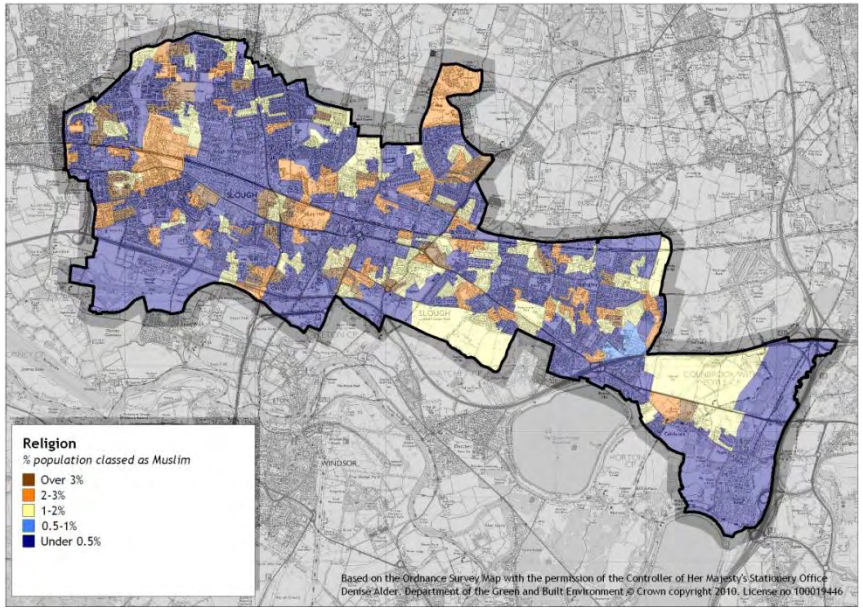
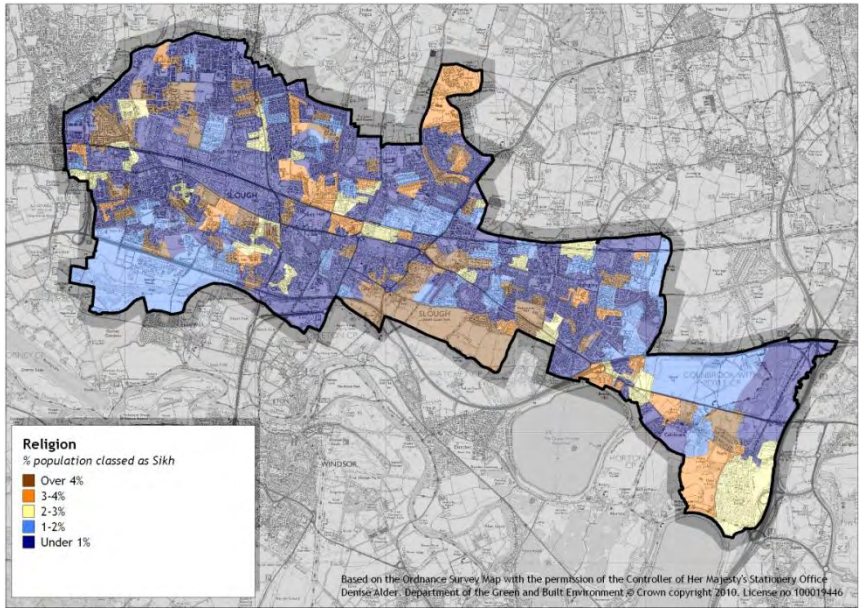


Figure 15.15 – Proportion of Slough Population Classed as Sikh



Disability

The travel requirements of people with a disability can differ from the rest of the population and by type of disability (mobility, sensory, learning). Disabled people face a number of barriers when travelling, including physical access onto the transport system, difficulty understanding public transport information, perceived safety issues, and a lack of confidence using transport services.

The Disability Discrimination Act (DDA) requires public bodies to promote equality of opportunity for disabled people. Under the DDA, disabled people have rights of access in relation to transport and travel infrastructure (such as railway stations and airports), as well as a right to information about transport in a format that is accessible where it is reasonable for the transport provider to provide it in that format. The DDA allows the government to set minimum standard so that disabled people can use public transport more easily.

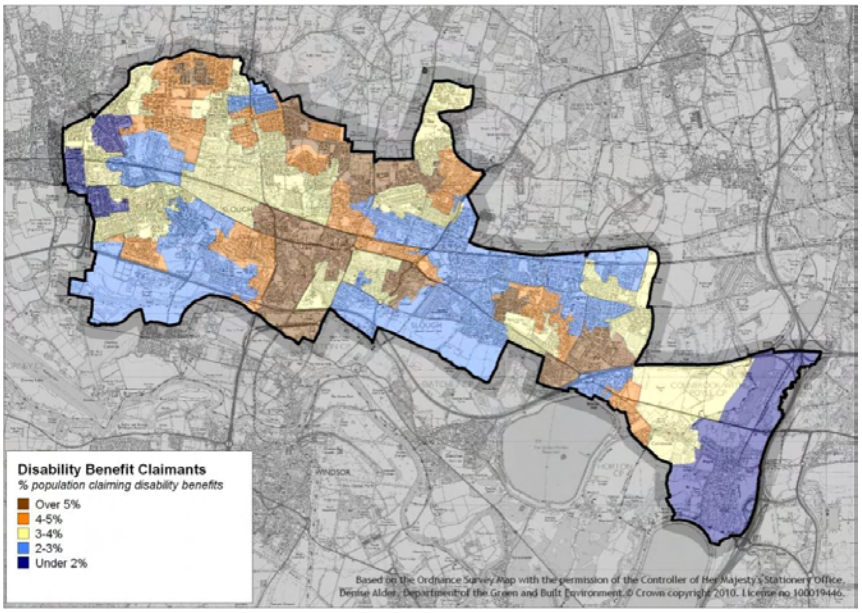
Within Slough, just under 3% of the population are claiming Disability Living Allowance (DLA), which is in line with the South East region, but lower than the national average, Table 3.7. An examination of the geographical spread of disabled residents, as shown in Figure 3.15 shows that areas of Cippenham, Chalvey, Burnham, Colnbrook and Langley where the proportion of residents claiming DLA stands at over 5% of the population.

Table 15.8 – Disability Living Allowance Claimants: Slough, South East and England (% of total population)

Group	Slough	South East	England
Disability Benefit Claimants	2.9%	3.9%	5.2%

Source: www.neighbourhood.statistics.gov.uk, November 2009 statistics

Figure 15.16 – Disability Living Allowance Claimants: Slough



Sexual orientation

Slough Borough Council recognises that is services should take into account the needs of lesbian, gay, bisexual, and heterosexual people and it will assess the impact of its services due to the Equality Act (Sexual Orientation) Regulations 2007 coming into force in the UK.

Whilst it is recognised that this group should be considered in the design of plans and policies, there is currently no accurate data available at a Local Authority level that can be used to review

people's sexual orientation. In the future, data on civil partnerships could be used to give an indication of the number of same sex couples and it is planned that the 2011 Census will include data on sexual orientation.

Low income

Limited income has a significant impact on travel choice. Those on limited incomes may not be able to afford private vehicles, and policies and plans make changes to public transport services this group are at risk of becoming socially excluded (i.e. if fares are increased to be outside of these residents' budget).

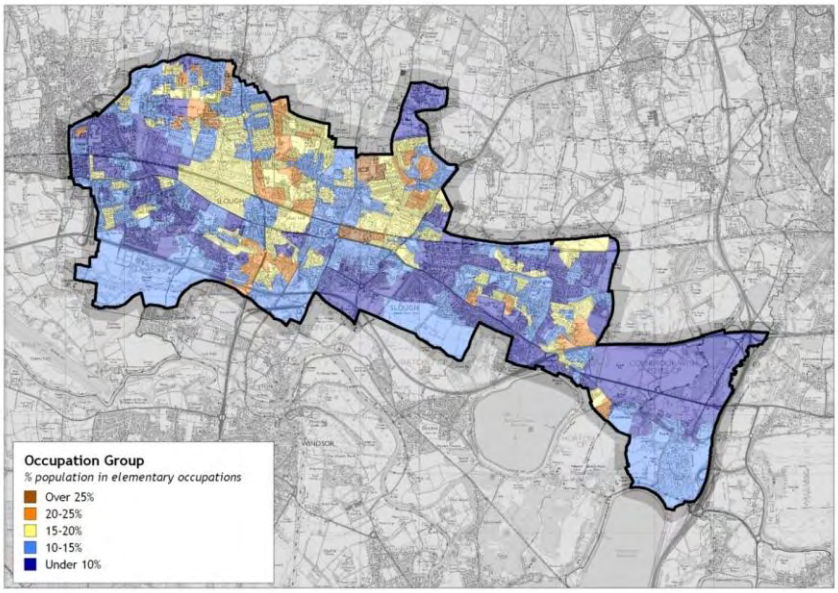
Around 13% of residents in Slough are stated to be in 'elementary' or low income, occupations, which is higher than both the regional and national averages, Table 3.8. Although overall 13% of residents are in elementary occupations, there are clusters within the Borough where this proportion rises to over 25% of residents, correlating to areas identified as being the worst in terms of income deprivation, Figure 3.16.

Table 15.9 – Respondents in Elementary Occupations: Slough, South East and England (% of total population)

Group	Slough	South East	England
Elementary Occupations	12.7%	10.5%	11.8%

Source: www.neighbourhood.statistics.gov.uk

Figure 15.17 – Occupation Group – Elementary Occupations: Slough



Unemployment

Transport plans and policies will have an impact on job seekers as they are likely to be changing their travel patterns to access jobcentre facilities, training, and new employment locations (specifically as people are likely to be travelling further a field to find employment). This combined with limited incomes due to unemployment means that those who are unemployed may experience a range of difficulties when accessing the transport system.

In total, almost 3% of Slough residents were claiming Job Seeker's Allowance (JSA) in April 2010, Table 3.9. This is in line with the national average, however considerably higher than that of the region. The economic downturn has had a considerable impact on unemployment within Slough, as the number of JSA claimants has risen by nearly 80% since December 2008.

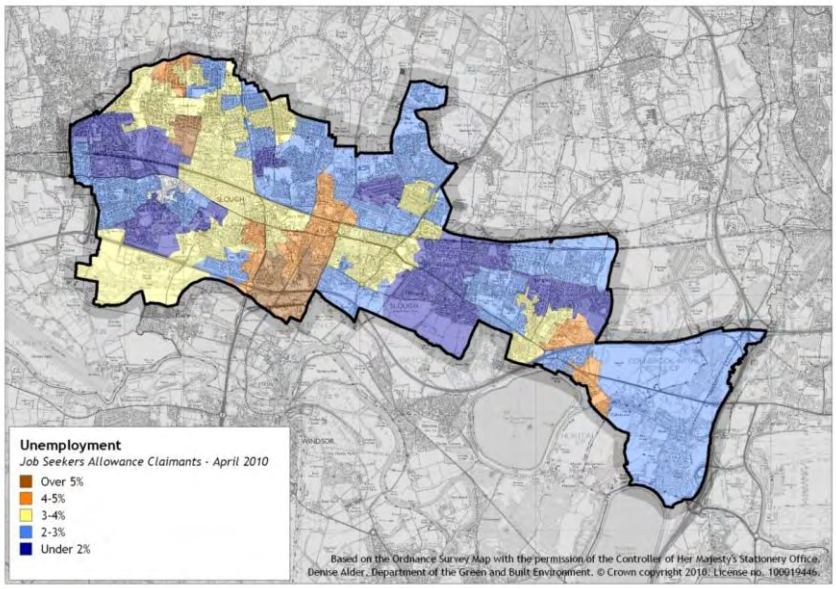
Table 15.10 - JSA Claimants: Slough, South East and England (% of total population)

Group	Slough	South East	England
JSA Claimants April 2010	2.9%	1.8%	2.7%

Source: Office for National Statistics

An examination of the spread of unemployment across the Borough highlights that unemployment is highest in areas of Chalvey, Langley and Britwell, where unemployment stands at over 5% of the population, Figure 3.17.

Figure 15.18 – JSA Claimants, Slough



Deprivation

By its definition, residents living within areas of deprivation are more likely to have barriers to accessing services and therefore may be disproportionately affected by changes to transport services within the Borough compared to other residents.

The Index of Multiple Deprivation (IMD) 2007 is a measure of multiple deprivation consisting of seven deprivation domains, as follows[43]:

- Income;
- Employment;
- Health and Disability;
- Education, Skills and Training;
- Barriers to Housing and Services;
- Crime; and
- The Living Environment.

These domains can be assessed individually, so that specific deprivation issues can be assessed, along with an overall IMD score which is a weighted area level aggregation of each of the seven deprivation domains, to assess overall deprivation in an area.

[43] http://www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07 or http://webarchive.nationalarchives.gov.uk/+/communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/

Overall, Slough performs well compared to other areas in England, as only 6% of super output areas (SOAs) are within the 20% **most** deprived areas nationally, with the worst areas located in the south of Langley, Chalvey and Colnbrook (Figure 3.18). In fact, over a third of SOAs within Slough are within the 20% **least** deprived areas nationally.

In terms of the seven individual deprivation domains, Slough performs worse on income and crime deprivation, with 22% and 53% of SOAs respectively within the 20% most deprived SOAs nationally, Table 3.10.

Table 15.11 – IMD Rankings: Slough (% of total SOAs compared to national figures)

Group	Percentage of SOAs in 10% most deprived	Percentage of SOAs in 20% most deprived	Percentage of SOAs in 20% least deprived.
Overall deprivation	1.3%	6.4%	34.6%
Income	2.6%	21.8%	26.9%
Employment	0.0%	5.1%	50.0%
Health	0.0%	2.6%	55.1%
Education Skills & Training	0.0%	9.0%	48.7%
Crime	21.2%	52.6%	2.6%
Living Environment	0.0%	9.0%	33.3%

Source: IMD 2007

Slough is therefore a town of contrasts – with deprived communities sitting alongside the more affluent. The contrast presents a major issue in terms of social inclusion and reinforces the need to address the causes of deprivation when developing any transport plans or policies.

Figure 15.19 – IMD Overall Deprivation

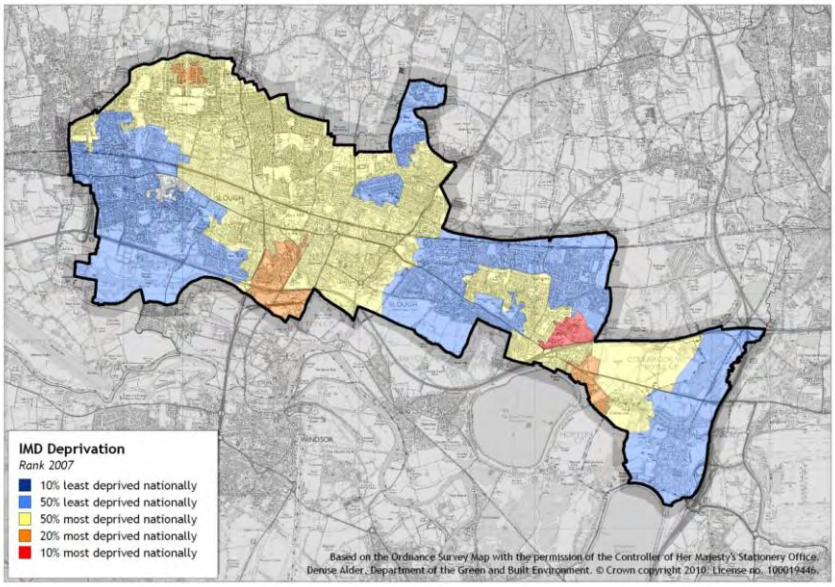


Figure 15.20 – IMD Health Deprivation

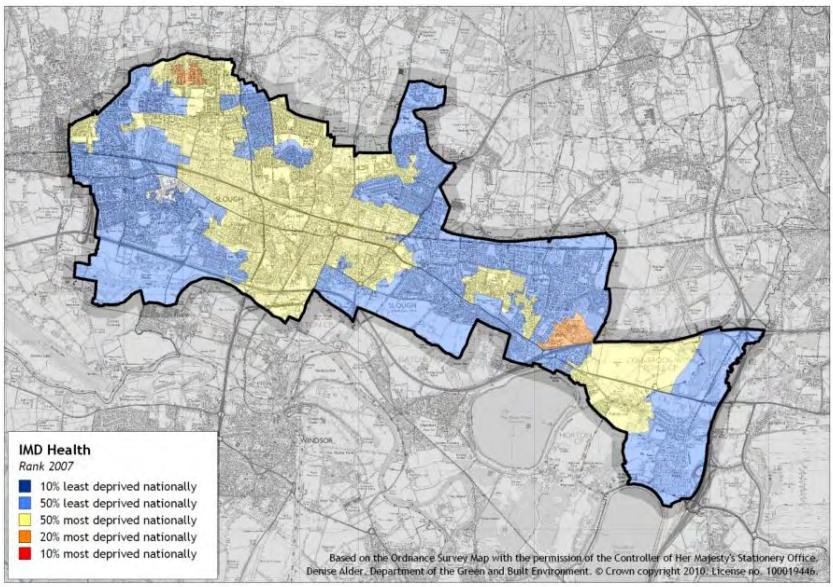


Figure 15.21 – IMD Income Deprivation

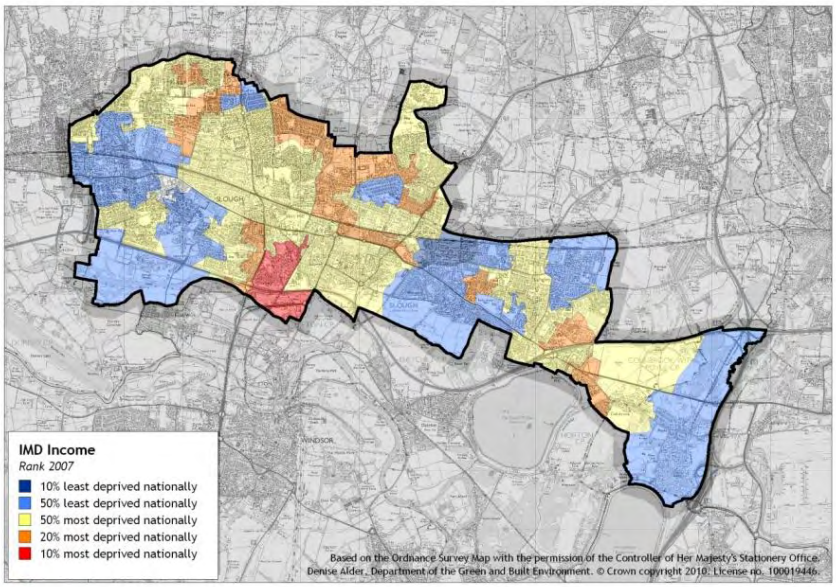


Figure 15.22 – IMD Employment Deprivation

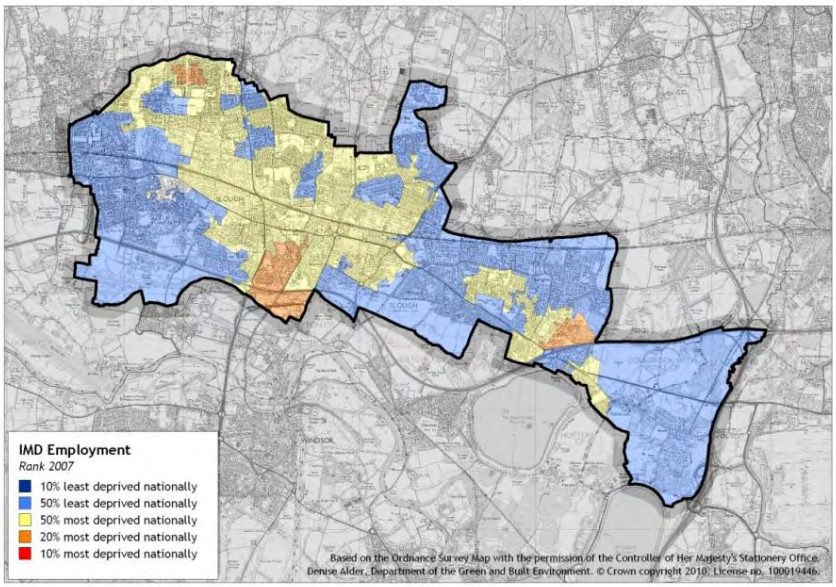


Figure 15.23 – IMD Education, Skills and Training Deprivation

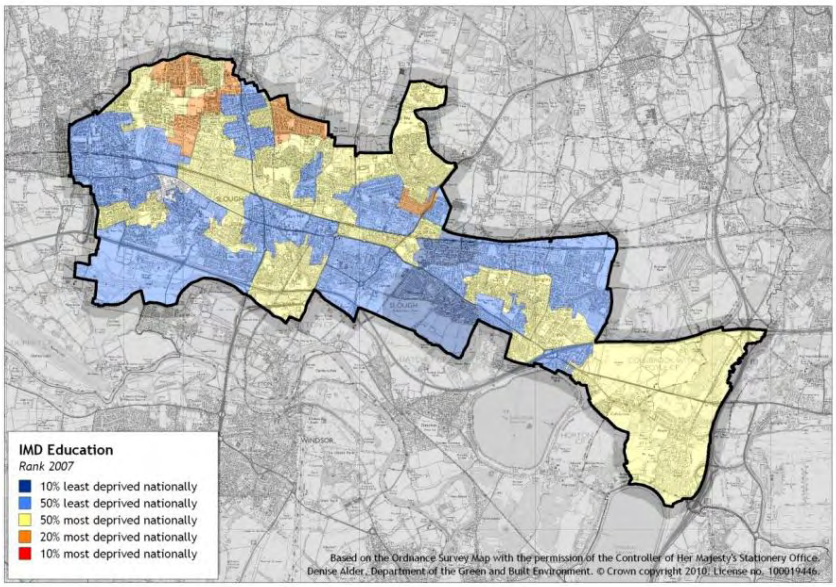


Figure 15.24 – IMD Crime Deprivation

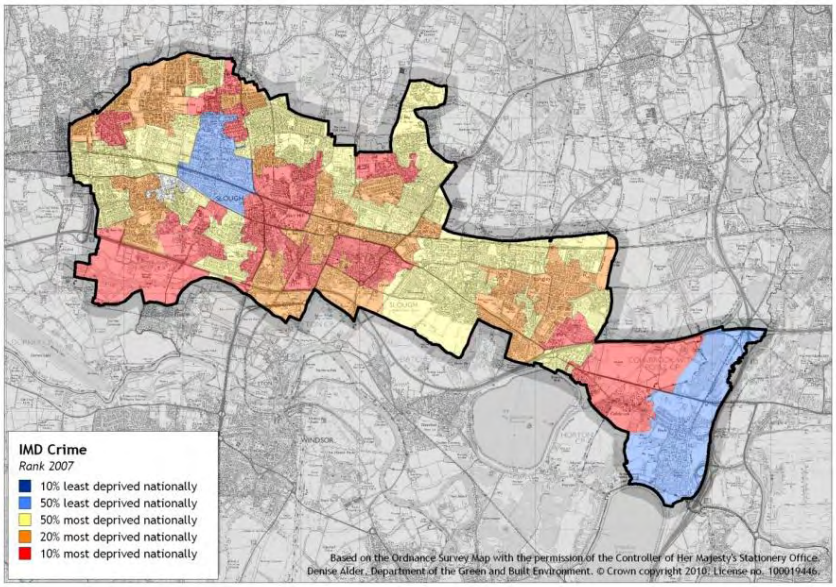
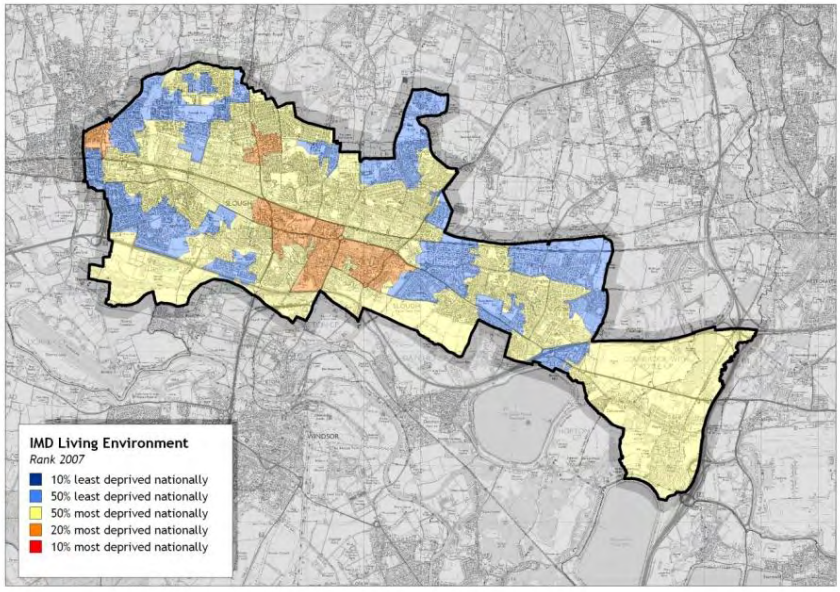


Figure 15.25 – IMD Living Environment Deprivation



Car ownership

Car ownership is another important factor when examining accessibility. Households without access to a car are likely to face different travel barriers to those that do, in terms of finding suitable transport options to reach their destinations. These groups are more likely to be reliant on public transport for their journeys, as well as walking and cycling, and as such it is imperative that they are able to gather and understand up to date information, and easily make use, of public transport services.

Within Slough, just under a quarter of households do not have access to a car. This figure is lower than the average for England as a whole, but higher than that in the South East region, Table 3.11. Supporting this, there are also a lower proportion of households with access to two or more cars than the average for the region. The reasons for restricted accessibility to cars will be wide ranging, however often areas of high no car ownership relate to those areas with high proportions of low income residents.

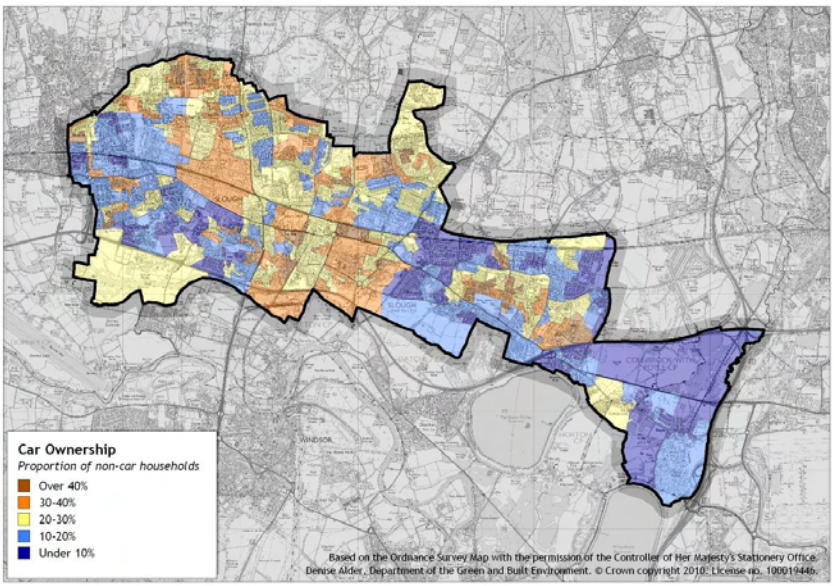
Figure 3.25 displays geographically the spread of non-car ownership within the Borough. Whilst overall just under a quarter of households do not have access to a car, this ranges from under 10% of households in Cippenham, Colnbrook, and Langley, to over 40% in Upton, Chalvey and Burnham.

Table 15.12 – Household car access: Slough, South East, and England (% of total population)

Group	Slough	South East	England
No cars	23.2%	19.4%	26.8%
1 car	44.7%	42.6%	43.7%
2 or more cars	32.1%	38.0%	29.5%

Source: Census 2001

Figure 15.26 – Households without access to a car: Slough



Summary

Analysis of the socio-demographic profile of Slough in terms of the target equality groups has identified that Slough has the following characteristics:

- Around half of residents in Slough are female (50.2%);
- Nearly 67% of the population are of working age (16-65) which is higher than the regional and national averages. A quarter of residents are aged under 18, and around 11% are over 65 years old, which is lower than the averages for the South East and England as a whole;
- Black, Asian and minority ethnic groups make up 36% of the population in the Borough. Asian or Asian British people account for the largest percentage at 28%. The highest proportions of Asian residents can be found around the town centre / Chalvey / Britwell;
- Christianity is the predominant religion in the area (54% of residents follow this religion), followed by Muslim (13%);
- The proportion of disabled residents (defined as those claiming Disability Living Allowance (DLA)) is lower than the regional and national averages, at 3% of the population (compared to 4% and 5% respectively);
- Around 13% of residents are on low incomes, higher than that of the South East (11%) and England as a whole (12%);
- Unemployment has risen significantly in Slough since December 2008, with 3% of the population claiming Job Seekers Allowance in April 2010;
- Whilst overall the area is not particularly deprived, a high proportion of super output areas (SOAs) in Slough are within the 20% most deprived nationally in terms of income (22% in the worst 20% nationally) and crime (53%); and
- The proportion of households without access to a car (23%) is higher than the levels of the South East (19%), but lower than the national average (27%). Supporting this, the proportion of households with two or more cars is higher than the national average, but lower than that of the region.

Overall, this socio-demographic profile identifies that there are high levels of income and crime deprivation within the Borough, and a high proportion of residents on low incomes, unemployed of claiming DLA.

It is therefore important to ensure that the LTP3 strategy takes into consideration the needs of the population, in terms of providing transport measures that will – be affordable, be accessible to all members of the population, provide safety and security enhancements to improve the overall environment as well as personal security, and provide access to the range of destinations across and outside of the Borough that residents will need – i.e. employment, education, healthcare, job centres, leisure and faith centres.

E.4 Equality Impact Assessment

Using the framework approach outlined in Chapter 2, an assessment was made as to the level of impact each of the eight components in the Draft LTP3 Preferred Strategy had on the target equality groups.

The assessment was based on the following nine point scale of effect:

- 0 – neutral or no effect;
- +++ large beneficial;
- ++ moderate beneficial;
- + slight beneficial;
- +/- combination of beneficial and adverse;
- - slight adverse;
- -- moderate adverse;
- --- large adverse.

Tables 4.1 to 4.8 detail the findings from this assessment for each of the eight components, namely:

- Component 1 - Accessibility and Smarter Choices – Table 4.1;
- Component 2 – Cycling – Table 4.2;
- Component 3 – Walking and Rights of Way Improvement – Table 4.3;
- Component 4 – Freight Management – Table 4.4;
- Component 5 – Intelligent Transport Systems and Network Management – Table 4.5;
- Component 6 – Parking Policy – Table 4.6;
- Component 7 – Public Transport – Table 4.7; and
- Component 8 – Road Safety and Asset Management – Table 4.8.

Table 15.13 – Equality Assessment for Component 1 – Accessibility and Smarter Choices

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Gender	Women (50.2%)	Overall, residents of all genders are likely to receive some benefit from this component, due to its improvements to accessibility across the Borough, enabling residents to access key facilities in Slough. However, female respondents may particularly benefit from the component, as research[44] has shown that women often have personal security issues when travelling and therefore welcome measures to improve a feeling of security when travelling (particularly as crime deprivation is high within the Borough). Access improvements to local stations (both within and on approach to stations), placement of additional services for shift workers at Heathrow, and demand responsive transport from Slough Trading Estate should therefore widen travel choice and assist with creating a more welcoming environment for women to travel.	+	No mitigation necessary
	Men (49.8%)		+	
	Transgender		+	
Age	Under 18 (24.9%)	Accessibility improvements to key destinations within the Borough are likely to have a positive impact for all ages of residents .However, those of working age (16 – 65 years) are more likely to benefit as a result of the focus for improving access to employment destinations, with specific interventions to improve access to two of the three main employment destinations for Slough residents (Heathrow Airport and Slough Trading Estate). Older residents are also more likely to benefit from the accessibility improvements in this component, not only due to improved accessibility by public transport to key destinations but also to enable social interaction with family and friends, and to maintain a level of independence. Physical accessibility measures in this component (accessible buses, improvements to pedestrian crossings, scooter hire etc.) are also likely to benefit this group who are likely to be dependent on public transport services but have difficulty using them due to mobility and safety issues.	+	Specific improvements / targeted accessibility aims for education services (as well as employment destinations included in this component) would result in a larger benefit for this age group.
	16-65 (66.8%)		++	No mitigation necessary
	Over 65 (10.9%)		++	No mitigation necessary
Disabled people (2.9%)		Measures within this component include providing an accessible bus fleet, railway station access improvements, pedestrian crossing improvements (audible crossings and rotating cones), training public transport staff in the needs of those with mobility impairments, personalised travel planning for those with mobility impairments, mobility scooter hire and improvements to access to	+++	No mitigation necessary.

[44] http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5#a1014 or http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
		healthcare facilities (along with reduced costs for those having to frequently attend medical appointments). Each of these measures will specifically assist disabled / mobility impaired residents travelling within the Borough, and help overcome barriers to using the public transport system (known to be physical access, lack of information and lack of confidence), and hence enable them access to the facilities that they require.		
Sexual Orientation	Lesbian	The improvements to accessibility within the Borough are likely to have an equally beneficial affect on lesbian, gay men and bisexual and heterosexual people within the Borough, as it will increase their accessibility to key facilities across Slough.	+	No mitigation necessary.
	Gay men			
	Bisexual			
	Heterosexual			
Ethnicity	White (63.7%)	Re-branding of the public transport services within the Borough has the potential to encourage further use residents, especially ethnic minority residents. Currently there is a negative image of public transport within the Borough, with residents stating it is for the young, old, and those on low incomes. There is also a specific issue here with ethnic minority residents in the borough, particularly Asian residents. Currently, anecdotal evidence in the development of the LTP3 shows a strong reliance on cars is known within the Borough for this group, and the negative image of using public transport from these groups discourages use of more sustainable modes of transport. The provision of public transport information in a range of languages will benefit many residents, who may not have English as a first language (including BME residents, and immigrants in Slough – in particular the high proportion of Polish immigrants in the Borough). Again, this may help more residents use more sustainable modes of transport.	+	No mitigation necessary.
	Mixed (2.3%)		+	No mitigation necessary.
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	The improvements to accessibility within the Borough are likely to have an equally beneficial effect on all religions within the Borough, as it will increase their accessibility to key facilities across Slough.	+	No mitigation necessary.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

Table 15.14 – Equality Assessment for Component 2 – Cycling

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Gender	Women (50.2%)	Residents of all genders are likely to benefit from the improvements to the cycle network, public realm, and safety and security issues. Female residents may see some additional benefit by improvements to the cycle network and facilities within the Borough, as DfT research has found that women often have more perceived safety issues when cycling than their male counterparts[45].	+	No mitigation necessary.
	Men (49.8%)		+	
	Transgender		+	
Age	Under 18 (24.9%)	Measures included in this component are likely to benefit residents of all ages, who cycle. Adults are more likely to benefit due to the widening of cycle training from school children to adults within the Borough, as part of the travel planning process.	+	Consideration of providing cycle training to older people within Slough – should this group fall outside of training through travel planning. Training could be given through older people's groups / communities and local community centres to encourage this mode of transport to all ages.
	16-65 (66.8%)		++	
	Over 65 (10.9%)		+	
Disabled people (2.9%)		Those disabled people who cycle will benefit as a result of the improvements to the cycle network and enhanced safety and security when travelling by this mode of transport.	+	Consideration should be given to specific bicycles for the disabled (i.e. bicycles with stabilisers or tricycles), in terms or storage, and the second hand cycle forum and re-cycle scheme. Also cycle training specifically for those with learning disabilities could be considered. Training offered to adults should also include this group, either through the travel planning process, or through community groups.
Sexual Orientation	Lesbian	Residents of all different sexual orientation should benefit equally from improvements to the cycle network, due to new and wider cycle lanes, improved surfaces, public realm improvements, and enhanced safety and security measures for cyclists.	+	No mitigation necessary.
	Gay men			
	Bisexual			
	Heterosexual			

[45] http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/researchreport/pdf/rswp17.pdf

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Ethnicity	White (63.7%)	Residents from all ethnic backgrounds should benefit equally from improvements to the cycle network, due to new and wider cycle lanes, improved surfaces, public realm improvements, and enhanced safety and security measures for cyclists. Levels of cycling are known to be lower for BME groups, and therefore this component has the potential to encourage more residents in these (and all) groups to cycle as an attractive, reliable and healthier mode of transport.	+	No mitigation necessary.
	Mixed (2.3%)		+	Cycling promotions could be specifically targeted at BME communities to increase use of cycling by these groups.
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	Residents from all religions should benefit equally from improvements to the cycle network, due to new and wider cycle lanes, improved surfaces, public realm improvements, and enhanced safety and security measures for cyclists.	+	Promotion of cycling as a mode of transport could be specifically focussed towards access to religious centres, due to known car parking issues within the Borough around faith centres.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

Table 15.15 – Equality Assessment for Component 3 – Walking and Rights of Way

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Gender	Women (50.2%)	Generally, residents of all genders will benefit from measures included in the Walking and Rights of Way component, due to improvements to the public realm, access improvements and improved safety and security when walking in the Borough. Improvements to safety and security are more likely to benefit female residents in Slough, who are known to have personal security issues[46] when travelling alone. Removal of hazards on walkways, gating of alleyways, and improvements to safety will assist in reducing isolation, and creating a more welcoming, safe environment for walking for this group, specifically as crime deprivation in Slough is high (over half of areas in Slough are within the 20% most deprived areas in terms of crime nationally).	++	No mitigation necessary.
	Men (49.8%)		+	
	Transgender		+	
Age	Under 18 (24.9%)	Overall, measures in this component are likely to have a beneficial affect on all residents, regardless of their age due to general improvements to the walking environment and enhancements to safety and security. Measures to promote walking in school children, under the Travelling to Schools Strategy, such as walking buses and awards will encourage children to use this mode of transport to school (and elsewhere) which will have health benefits for this group, and has the potential to develop travel behaviour at an early age. Improvements to the surfaces for walking, timely filling of potholes and installation of ramps and handrails will benefit the older residents in the community, by enabling them to travel around the Borough with relative ease. Traffic calming measures within the Borough will also assist older people, who can experience severance as a result of busy highways, and hence this will help achieve social inclusion and cohesive communities.	++	No mitigation necessary.
	16-65 (66.8%)		+	
	Over 65 (10.9%)		++	
Disabled people (2.9%)		Improvements to the walking surfaces within the Borough, along with the filling of potholes, are likely to specifically benefit this group who will require stable surfaces in order to travel on footways. The installation of ramps and handrails will also result in specific access improvements for this group. Community events held in public open spaces are likely to benefit this group to	++	No mitigation necessary.

[46] http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5#a1014 or http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
		encourage social interaction.		
Sexual Orientation	Lesbian	Residents of all different sexual orientation will benefit equally from this component due to its potential to improve the walking environment for residents (and hence encourage more walking and healthier lifestyles).	+	No mitigation necessary.
	Gay men			
	Bisexual			
	Heterosexual			
Ethnicity	White (63.7%)	Residents of all ethnicities are likely to benefit equally from this component.	+	Promotion of walking as a mode of transport could be specifically focussed towards BME groups who have a strong propensity to use cars for their journeys.
	Mixed (2.3%)			
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	Residents of all religions are likely to benefit equally from this component	+	Promotion of walking as a mode of transport could be specifically focussed towards access to religious centres, due to known car parking issues within the Borough around faith centres.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

Table 15.16 – Equality Assessment for Component 4 – Freight Management

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement
Gender	Women (50.2%)	Measures to minimise the impact of road freight on the environment including use of less polluting vehicles, and use of rail freight to reduce road based transport will have an equal benefit to residents of all genders. However, placement of the Slough International Freight Exchange (SIFE) is likely to increase freight movement within Colnbrook, and therefore residents here may experience some severance or degeneration of the environment due to this. Beneficial and adverse effects are likely to affect all genders equally.	+/-	Adequate mitigation should be developed to ensure increased freight movement in Colnbrook does not adversely affect any residents (i.e. public realm improvements, freight routes outside of residential areas etc.) to ensure people are able to access key services.
	Men (49.8%)			
	Transgender			
Age	Under 18 (24.9%)	Similar to the effects posed under Gender, this component is likely to have both a slight beneficial and adverse affect on all age groups. The placement of the SIFE site will increase the number of employment opportunities within the Borough and therefore is more likely to benefit some working age residents. Should severance occur as a result of the SIFE site, older residents are likely to be disproportionately affected by the increase in traffic, as this age group are often more reliant on public transport and walking for their journeys. Confidence in travelling is a key issue for this group and therefore busy highways are likely to cause severance for these residents in the community.	+/-	Adequate mitigation should be developed to ensure increased freight movement in Colnbrook does not cause severance (i.e. public realm improvements, freight routes outside of residential areas, changes to public transport routing etc.) to ensure people are able to access key services. To enhance the benefits of this component and the opportunities arising from the SIFE plant, it may be wise 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 (benefiting those currently in training as well as those of working age).
	16-65 (66.8%)			
	Over 65 (10.9%)		-	
Disabled people (2.9%)		Reducing the amount of freight on the road network is likely to have a slight beneficial effect on this group, as this is likely to result in reduced severance in towns and communities. However, as previously discussed, placement of the SIFE site is likely to dramatically increase freight movement in Colnbrook, and is therefore likely to increase severance within these communities – which will have an adverse effect on disabled residents who may already lack confidence in travelling	-	Adequate mitigation should be developed to ensure increased freight movement in Colnbrook does not cause severance (i.e. public realm improvements, freight routes outside of residential areas, changes to public transport routing etc.) to ensure that disabled people

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement
		around the Borough (DLA claimants account for up to 4% of residents in Colnbrook). The wider impacts of this site, in terms of increased traffic and a decline in the environment in Colnbrook are also likely to affect these residents who will be more reliant on private vehicles and footways to travel.		are able to access key services.
Sexual Orientation	Lesbian	Residents of all different sexual orientation are likely to be affected equally by this component.	+/-	Adequate mitigation should be developed to ensure increased freight movement in Colnbrook does not cause severance (i.e. public realm improvements, freight routes outside of residential areas, changes to public transport routing etc.) to ensure people are able to access key services.
	Gay men			
	Bisexual			
	Heterosexual			
Ethnicity	White (63.7%)	Residents of all ethnicities are likely to be affected equally by this component.	+/-	Adequate mitigation should be developed to ensure increased freight movement in Colnbrook does not cause severance (i.e. public realm improvements, freight routes outside of residential areas, changes to public transport routing etc.) to ensure people are able to access key services.
	Mixed (2.3%)			
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	Residents of all religions are likely to be affected equally by this component.		Adequate mitigation should be developed to ensure increased freight movement in Colnbrook does not cause severance (i.e. public realm improvements, freight routes outside of residential areas, changes to public transport routing etc.) to ensure people are able to access key services, specifically faith centres (which are mainly situated around central Slough).
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

Table 15.17 – Equality Assessment for Component 5 – Intelligent Transport Systems and Network Management

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement
Gender	Women (50.2%)	Residents of all genders are likely to benefit equally from this component due to its measures to reduce congestion, restrict speeds, and hence create less severed communities, and a more welcoming environment to travel and socialise in. Completion of the RTPI system will benefit all genders, making it easier to plan and make a journey.	++	No mitigation necessary.
	Men (49.8%)			
	Transgender			
Age	Under 18 (24.9%)	Residents of all ages are likely to benefit by measures proposed in this component. Improvements to congestion and a reduction in speeds will improve the environment for all, in specific the elderly who are likely to experience severance and hence possible social exclusion as a result. An improvement in air quality and reduced noise will benefit all. Completion of the RTPI system will benefit all age groups, making it easier to plan and make a journey. Improvements to teleconferencing hubs in employment locations is likely to benefit those of working age (as well as businesses), by reducing the need for business travel. Working age residents are also likely to benefit from improved conditions on the road network (regardless of their usual mode of transport) during peak times. Bus priority measures are likely to benefit all residents using this mode of transport (and perhaps encourage wider use), but in particular the elderly and young who may be more reliant on public transport for their journeys.	++	No mitigation necessary.
	16-65 (66.8%)		+	
	Over 65 (10.9%)		+	
Disabled people (2.9%)		Disabled residents in Slough are likely to benefit from the measures included in this component, due to its potential to improve conditions on the road network (as this group are often reliant on private vehicles for their journeys due to specific mobility requirements), improvements to the local environment due to a reduction in congestion and speeds (to encourage travelling on footways and social interaction), and improvements to public transport priority (where public transport use is applicable). Improvements to car parking facilities, in terms of security and payment methods will also benefit this group by increasing a feeling of security when travelling. Smart ticketing and RTPI may be problematic for some members of this group due to visual impairments or learning disabilities.	+	Any changes to the provision of ticketing, street signage etc. should consider the needs of all residents, including the full range of disabilities. Therefore approach, information and training should be provided as necessary (and in simple, plain English). RTPI should provide audible announcements to assist those with visual impairments.
Sexual Orientation	Lesbian	Effects of this component will benefit residents of all sexual orientations equally.	+	No mitigation necessary.

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement
	Gay men			
	Bisexual			
	Heterosexual			
Ethnicity	White (63.7%)	Effects of this component will benefit residents of all ethnicities equally. Travel information and smartcard ticketing systems may prove difficult for residents who do not have English as a first language.	+/-	Guidance material on new ticketing, and travel information should be provided in a range of languages to ensure that all residents can access these services.
	Mixed (2.3%)			
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	Residents from all religions will benefit equally from measures included in this component.	++	No mitigation necessary.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

Table 15.18 – Equality Assessment for Component 6 – Parking Policy

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Gender	Women (50.2%)	This component has a neutral affect on residents of all genders.	0	No mitigation necessary.
	Men (49.8%)			
	Transgender			
Age	Under 18 (24.9%)	A limit on the number of car parking spaces in the town centre to reduce car based commuting may have adverse affects on some working age residents, specifically if they do not have other transport alternatives than use of the private car. This should however encourage more sustainable modes of transport for this group (where possible). The introduction of controlled parking zones may benefit older residents, as cars parking on pavements are known to cause access issues for this group (for example where buses are unable to access raised kerbs due to parked cars, disabled residents have issues alighting/boarding buses).	0	No mitigation necessary.
	16-65 (66.8%)		-	Workplace travel planning, along with promotion of sustainable modes of transport (specifically highlighting the high levels of accessibility in the Borough) should assist those who use private vehicles to find alternative modes of transport for their journey to work / assist with prioritising car parking for those with no alternative transport for the journey to work.
	Over 65 (10.9%)		+	No mitigation necessary
Disabled people (2.9%)		Whilst overall this component entails a reduction in the number of parking spaces within the Borough, there will be a provision of blue badge spaces in the town centre, and 'carer permit' spaces in Parking Watch Zones. This will be beneficial to disabled residents in the Borough who are often reliant on use of private vehicles, and carers, in order for them maintain their independence, and to access key destinations, and socialise with friends and family. The introduction of controlled parking zones may benefit disabled residents, as cars parking on pavements are known to cause access issues for this group (for example where buses are unable to access raised kerbs due to parked cars, disabled residents have issues alighting/boarding buses). However, reduced parking may also be slightly detrimental to this group, along with the proposal of car free residential areas, due to the reliance on private vehicles for this group.	+	Car free residential areas, and controlled parking zones should also allow blue badge parking to ensure that disabled residents are not adversely affected by this component (which could lead to social exclusion for this group due to their reliance on private vehicles).

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Sexual Orientation	Lesbian	This component has a neutral affect on residents of all genders.	0	No mitigation necessary.
	Gay men			
	Bisexual			
	Heterosexual			
Ethnicity	White (63.7%)	This component has a neutral affect on residents of all ethnic backgrounds.	0	No mitigation necessary.
	Mixed (2.3%)			
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	This component has a neutral affect on residents of all religions.	0	Promotion of more sustainable modes of transport, and potentially travel planning for journeys to faith centres should provide residents with alternative modes of transport for this journey purpose, and assist with alleviating existing parking issues around these centres.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

Table 15.19 – Equality Assessment for Component 7 – Public Transport

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Gender	Women (50.2%)	Residents of all genders are likely to benefit from the proposed changes to public transport in Slough. Increased security measures – improved lighting, reducing anti social behaviour, safe waiting environments, and access improvements – will benefit female residents in Slough who are known to experience personal security issues when travelling[47].	++	No mitigation necessary.
	Men (49.8%)		+	
	Transgender		+	
Age	Under 18 (24.9%)	All age groups are likely to benefit from the range of measures included in this component due to the improvements to public transport routes, upgrading of ticketing, improved safety and access improvements to stations. Young residents will receive additional benefit from the potential extension to the 16-19 concessionary fare to incorporate rail services, as this will increase accessibility to education and employment destinations for this group who are likely to be on low incomes. Working age residents will also benefit from the western rail link between Slough and Heathrow airport, as this is a major employment destination for Slough residents. Older residents in Slough are likely to benefit further from accessibility enhancements to public transport – including the de-cluttering of areas around stops, level boarding, etc., due to the reliance of this group on public transport and their difficulties using these services due to mobility problems. Subsidised provision, and extensions to the running of, the 'Out and About' community transport service will also benefit older residents in the area who do not have public transport options available to them.	++	No mitigation necessary.
	16-65 (66.8%)		+	No mitigation necessary.
	Over 65 (10.9%)		++	No mitigation necessary.
Disabled people (2.9%)		Many measures included in this component will benefit disabled residents in the borough, including: • De-cluttering of streets to remove obstacles to public transport stops; • Level boarding; • Staff training for public transport workers on the differing mobility needs of	+++	Dissemination of public transport information should be provided in simple, plain English to ensure that those with learning disabilities are able to gain information, and use public transport effectively.

[47] http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5#a1014 or http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/crime/personalsecurity/personalsecurityissuesinpede3005?page=5

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
		the disabled; • Improvements to rail stations (including lift access to platforms); and • Standardisation of 'accessible' taxi fares to ensure disabled residents are not disproportionately charged for taxi journeys. These measures will assist disabled people in using public transport, and ensure that their reliance on private vehicles due to specific mobility requirements are not abused due to unfair pricing structures.		
Sexual Orientation	Lesbian	Residents of all sexual orientations will benefit equally from measures included in this component. Benefits to this group come from accessibility improvements, upgrades to ticketing, improved and available public transport information and improved safety and security.	+	No mitigation necessary.
	Gay men			
	Bisexual			
	Heterosexual			
Ethnicity	White (63.7%)	Residents of all ethnic backgrounds will benefit equally from improvements to public transport within Slough. Improvements to public transport services within the Borough may encourage further use, particularly from BME residents who are known to be strongly reliant on private vehicles.	+	No mitigation necessary.
	Mixed (2.3%)		+	Public transport information or guidance (i.e. on new ticketing) should be available in a variety of languages, and places, to encourage BME residents to use public transport for their journeys.
	Asian (27.9%)			
	Black (5.0%)			
	Chinese (1.0%)			
Religion	Christian (53.7%)	Residents of all religions will benefit equally due to public transport improvements included in this component.	+	Targeted promotion of public transport for access to faith centres could enhance the benefits of this component as it will assist with alleviating parking problems around religious centres within the Borough, and help promote more sustainable transport amongst these groups.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
	No religion (11.0%)			

Table 15.20 – Equality Assessment for Component 8 – Road Safety and Asset Management

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
Gender	Women (50.2%)	All residents, regardless of their gender are likely to benefit from improved road safety within the Borough. Female residents in particular may benefit due to improvements to improvements to safety and security when travelling (known to be a specific concern for females when travelling alone), including street lighting, reduced street clutter, CCTV, and reducing anti-social behaviour.	++	No mitigation necessary.
	Men (49.8%)		+	
	Transgender		+	
Age	Under 18 (24.9%)	Residents of all ages are likely to benefit from improvements to road safety and asset management within Slough. Young people (along with motorcyclists, walkers and cyclists) will receive education and training on road safety issues which should assist with reducing accidents in this group, and also providing young people with confidence to travel safely around the Borough. Older residents are likely to benefit from a reduction in street clutter, and re-laying of kerbs, as this group will have particular problems with uneven pavements. Improvements to the walking environment and a reduction in crime / improvement in safety and security will also encourage this group to travel and socialise more within the area, hence assisting with social inclusion.	++	No mitigation necessary.
	16-65 (66.8%)		++	
	Over 65 (10.9%)		++	
Disabled people (2.9%)		Measures included in this component are likely to benefit disabled residents within the Borough, by improving safety and confidence of travelling within Slough / socialising in open areas. Measures with specific relevance to this group include street lighting, reduced street clutter, repairing signs, re-laying of kerbs and road safety training/ education.	++	Road safety training should be provided in simple, plain English, and disseminated directly to these groups to ensure that those with learning disabilities also receive training.
Sexual Orientation	Lesbian	Residents of all sexual orientations are considered to benefit equally from improved road safety and asset management in Slough.	+	No mitigation necessary.
	Gay men			
	Bisexual			

Target Group (% in Slough, where known)		Description of Effect	Scale of effect	Description of Mitigation / Enhancement Recommendations
	Heterosexual			
Ethnicity	White (63.7%)	Residents of all ethnicities are likely to benefit from improved road safety, training, and improvements to the public realm within Slough. In particular, Asian residents may benefit from road safety training, as a disproportionate number of accidents are of people from an Asian background.	+	Road safety training and promotion should be targeted at Asian residents due to high number of accidents in this group. All training should also be available in a variety of languages to ensure that residents who do not have English as their first language can attend training / obtain guidance / understand promotion information.
	Mixed (2.3%)		+	
	Asian (27.9%)		++	
	Black (5.0%)		+	
	Chinese (1.0%)		+	
Religion	Christian (53.7%)	Residents of all religions are likely to benefit from measures in this component aimed at improving safety in Slough, including - safety training, maintenance, and improvements to the public realm within Slough.	+	No mitigation necessary.
	Buddhist (0.3%)			
	Hindu (4.5%)			
	Jewish (0.1%)			
	Muslim (13.3%)			
	Sikh (9.1%)			
	Other (0.3%)			
	No religion (11.0%)			

E.5 Conclusions and Recommendations

Introduction

This report outlines the findings of an Equality Impact Assessment undertaken on Slough Borough Council's Third Local Transport Plan (LTP3). The EqIA was first undertaken of the Draft Preferred Strategy and the results informed the public consultation. The resulting assessments have now been revised in the light of the Final LTP3 (the Strategy and the Interim Implementation Plan). Improvements in the scale of the effects in relation to the Draft Preferred Strategy have been noted.

This Equality Impact Assessment has been carried out by undertaking the following:

- Review of EqIA guidance and Slough's Corporate Equality Policy (Section E.2);
- Socio-demographic profiling of Slough to understand the breakdown of the population and highlight any key groups for consideration in the EqIA (Section E.3);
- Assessment of the LTP3 preferred strategy on the target equality groups within the Borough (Section E.4);
- Recommendations of how to enhance the benefits of the preferred strategy, and identification of any mitigation measures needed to ensure none of the target equality groups are adversely affected by the LTP3 strategy (Section E.4); and
- Assessment of the Final LTP3 (this section).

The outcome of the EqIA along with any associated final recommendations for mitigation / enhancement is detailed below for each of the eight components within the Final LTP3.

Accessibility and Smarter Choices

Overall, all equality target groups are considered to experience a **slight beneficial** effect from the measures included within the Accessibility and Smarter Choices component due to improvements to accessibility to key destinations, improvements to physical accessibility of public transport services, inclusion of personalised travel planning and improvements to the provision of travel information across the Borough.

Working age and **older residents** within the Borough are considered to see a **moderate beneficial** effect of this component. This is due to improvements to access to employment destinations within the Borough (specifically demand responsive transport to Slough Trading Estate and changes to bus timetabling to accommodate shift working at Heathrow Airport), and physical accessibility improvements to public transport (including accessible buses, pedestrian crossing improvements etc.).

This component is considered to have a **significant beneficial** effect on **disabled residents** within the Borough, due to the range of measures aimed to improve accessibility for this group – including physical access improvements, pedestrian crossing enhancements, mobility scooter hire, and personalised travel planning for disabled residents.

Recommendations

Currently accessibility within this component focuses on access to employment destinations, the town centre, leisure centres, and healthcare facilities. To enhance the benefits of this component, further consideration could be paid to access to education and training establishments across the Borough, as this is likely to benefit younger residents, as well as those of a working age – specifically those who are unemployed and re-training to enhance their employment opportunities.

Cycling

The range of measures included within this component are considered to have a **slight beneficial** effect on all target equality groups. This is based on the potential to improve accessibility by cycling within the Borough, whilst making public realm and safety improvements which is likely to benefit a wider range of residents, rather than only those that cycle. These measures may also help to make cycling a more attractive mode of transport within the Borough, and hence encourage more sustainable modes of transport.

Working age residents are likely to experience **moderate beneficial** effects as a result of this component, due to the extension of cycle training to adults as part of the travel planning process, which will improve confidence in this mode of transport and encourage more sustainable transport, specifically for the journey to work.

Recommendations

To ensure that the measures aimed at improving the cycle network within the Borough can be appreciated by all, it will be important to consider the full range of residents within the area. In specific, the extension of cycle training to adults as part of the travel planning process could be extended to older people, and those with disabilities (where appropriate) within Slough through local community groups, to ensure that training is available to all members of the community, regardless of their age, or disability (where appropriate). Along side this; consideration should be paid to the inclusion of bicycles for the disabled in the Re-cycle scheme and second hand bicycle forum.

Finally, to enhance the benefits of this component, any cycle training and promotion should be targeted at BME communities to increase the use of cycling by these groups. This will include appropriate training, and the promotion of cycle links to religious centres around the Borough to alleviate parking issues in these areas, and promote cycling as a mode of transport for these groups.

Walking and Rights of Way

Overall, all equality target groups are likely to experience a **slight beneficial** effect from the measures included in this component. This is primarily based on the potential to create an enhanced environment for walking, improvements to the local environment / public realm, safety improvements and the establishment of community events in public open spaces to encourage community cohesion.

In addition, the measures within this component are likely to have a **moderate beneficial** effect on **women, under 18's, over 65's**, and **disabled residents** within the Borough. This is due to:

- Environmental improvements increasing the feeling of safety when travelling or socialising in the Borough (specifically beneficial to female and older residents);
- Promotion of walking for the journey to school;
- Maintenance of potholes, installation of ramps, traffic calming to reduce severance etc. which will specifically benefit older and disabled residents who require stable footways and a welcoming environment to travel / interact; and
- The encouragement of community events in public open spaces – which is likely to specifically benefit older and disabled residents as this will encourage social interaction and hence has the potential to reduce social exclusion.

Recommendations

To enhance the benefits of this component, promotion of walking as a mode of transport should be focussed towards BME communities. As these groups often have a strong propensity to use

private vehicles, promotion of mode sustainable modes of transport may help to decrease car use amongst these communities, specifically if there is a focus on access to key destinations, including faith centres.

Freight Management

Overall, measures included within this component are considered to have a **combination of beneficial and adverse** effects on equality target groups.

Benefits of this component arise from the reduction in freight on local roads, and hence an improved environment / reduction in severance, and an increase in employment opportunities due to the placement of the Slough International Freight Exchange (SIFE).

However, adverse effects of this component include the potential increase in traffic / freight movement in Colnbrook due to the introduction of the SIFE site. This is likely to worsen the environment for walking and cycling, potentially impact public transport (due to increased traffic and therefore impact on bus reliability), and may increase severance of local communities within this area.

Whilst there is a combination of benefits for most residents, the effect of this component on **older** and **disabled residents** is considered to be **slightly adverse** due to a potential increase in severance which is likely to disproportionately affect these groups in comparison to other social groups within the Borough.

Recommendations

To ensure that the adverse effects of this component are mitigated against, measures to ensure increased freight movement in Colnbrook do not cause severance should be implemented (i.e. public realm improvements, freight routes outside of residential areas, changes to public transport routing etc.) and therefore ensure that all residents are still able to access the key services / destinations that they require.

Conversely, to enhance the benefits of the SIFE site, if skills needed at the site are identified at an early stage, local residents could be trained for these employment opportunities before the site is open, therefore benefiting young people, those of working age, and particularly those who are currently unemployed.

Intelligent Transport Systems and Network Management

This component is considered to have a **moderate beneficial** effect on the target equality groups within the Borough. This is an improvement in relation to the Draft Strategy. This is based on the components potential to reduce congestion within the Borough, make improvements to public transport information and ticketing, reduce speeds, and hence create a more welcoming environment in Slough (particularly for walking and cycling).

A **combination of beneficial and adverse** effects are noted for **ethnic groups** due to the introduction of smartcard ticketing and increased travel information which may prove problematic for some of these residents, particularly if they do not have English as a first language.

Recommendations

To ensure that public transport systems and travel information across the Borough are understandable and useable by all residents, the provision of information / guidance will need to be provided in a variety of languages, and in simple plain English (for those with learning disabilities). Any RTPI systems should include audio announcements to assist those with visual impairments.

Parking Policy

Overall, measures included within this component are considered to have a **neutral effect** on **target equality groups**.

Some **slight beneficial** effects will be experienced by **older and disabled residents**, as car free areas, and controlled parking zones will increase accessibility within the area for these users who are known to have access problems due to cars parking on pavements (which may restrict access to dropped kerbs, access to raised kerbs at bus stops etc.). Provision of further blue badge parking will also benefit disabled residents who are often reliant on private vehicles for their journeys.

A **slight adverse** effect may be experienced by **working aged** residents, due to the restriction on parking within the town centre – specifically if no other transport options are available to residents for these journeys.

Recommendations

To enhance the benefits of this component for disabled residents, car free residential areas and controlled parking zones should also incorporate blue badge parking, to ensure that this group are not disproportionately affected by the measures as they are often reliant on private vehicles for their journeys.

Parking issues around faith / religious centres is known to cause issues on the road network (and other travellers) within Slough, and therefore promotion of more sustainable transport to religious / faith centres within the Borough could also be encouraged through marketing and travel planning to help alleviate this issue.

Workplace travel planning, along with the promotion of sustainable modes of transport for the journey to work may be used to assist those of working age who currently drive to work with identifying other travel options due to the restrictions on parking within the town centre.

Public Transport

The range of measures included within this component are considered to have a **slight beneficial** impact on target equality groups.

Female residents, under 18's, and over 65's are likely to experience **moderate beneficial** effects of this component, due to improvements to security within the Borough (improved lighting, reduction in anti social behaviour, safe waiting environments), accessibility enhancements (de-cluttering of areas around transport stops, level boarding etc., and the extension of the 16-19 concession to include rail journeys in addition to bus travel.

Disabled residents are considered to encounter **significant beneficial** effects of this component due to improvements to access to the public transport system (de-cluttering of streets), access onto the public transport system (level boarding, training of staff in mobility requirements, improvements to rail stations) and standardisation of the pricing structure of taxis for disabled residents (compared to non accessible taxis).

Recommendations

To enhance the benefits of this component, public transport information should be provided in simple, plain English for those with learning disabilities, and in a variety of languages to encourage those who do not have English as a first language to use sustainable transport.

Targeted promotion and dissemination of public transport information could be delivered to faith centres to encourage use of public transport to access these centres, and therefore enhance the benefits of this component for these social groups.

Road Safety and Asset Management

Overall, this component is considered to have a **beneficial** effect on target equality groups.

Moderately beneficial effects are considered to be experienced by **women**, **disabled people**, **Asian communities, and residents of all ages**. This is due to:

- Road safety and general security improvements (CCTV, lighting, reduction in anti-social behaviour) – which will benefit women and older residents in particular;
- Provision of road safety training / education for young people;
- Enhancing the overall environment and therefore improving confidence when travelling (due to lighting, repairing of signs, reduction in crime, reduced street clutter, relaying of kerbs, general environmental improvements) – which will specifically benefit older and disabled residents; and
- Working with community partners to address safety issues with Asian residents.

Recommendations

To enhance the benefits of this component, any road safety training should be provided in simple, plain English to ensure that those with learning disabilities are able to receive appropriate training. Training material / promotions should also be available in a variety of languages to ensure that those who do not have English as a first language are able to benefit from the training. A specific focus on the Asian community with training and safety promotions may assist with addressing the over-representation of Asian residents in accident statistics.

Further Recommendations

The EqIA recommendations will need to be further considered and addressed when specific details of schemes and measures are set out in the next rounds of the LTP3 Implementation Plans.