

## County Council 28 April 2016

### Agenda Item

**8 LOCAL TRANSPORT PLAN 4 (LTP4)**  
Background papers for the agenda item:

Appendix 2: Consultation Report

Appendix 3: Strategic Environmental Assessment

Appendix 4: Habitats Regulations Assessment

Appendix 5: Equalities Impact Assessment

Appendix 6: Report to Cabinet Member: LTP4 (Ref T05.16)



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# **Buckinghamshire County Council Transport, Economy and Environment**

## **Local Transport Plan 4**

### **Consultation Report**

**Main consultation:  
December 2015 – January 2016**

**February 2016**



# Executive Summary

This report provides a summary of the analysis of the responses to the Buckinghamshire Local Transport Plan 4 (LTP4) main consultation undertaken between 7<sup>th</sup> December 2015 and 29<sup>th</sup> January 2016. The analysis has helped to identify respondent's views on our policies and helped to inform a revised draft LTP4.

The report provides an explanation of the six issues listed below.

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# Section 1: How we consulted

## How We Consulted

The survey consisted of 16 main questions, 4 multiple choice and 12 with comments, plus an additional 9 demographic questions to help us understand who was responding. This survey was able to be completed online and would work with tablets and smart phones to ensure it was very accessible. A small number of responses were made by email and post and have also been included.

The survey was publicised using social media, emails to known stakeholders, on screens in libraries, through successful press releases and the 'My Bucks' newsletter. In addition, hard copies of the survey were made available at 30 libraries across the county and other organisations also promoted the plan on their own websites or in local media.

In the demographic questions we asked respondents to state how they had heard about the survey so that we could analyse the effectiveness of the various methods of promotion we used.

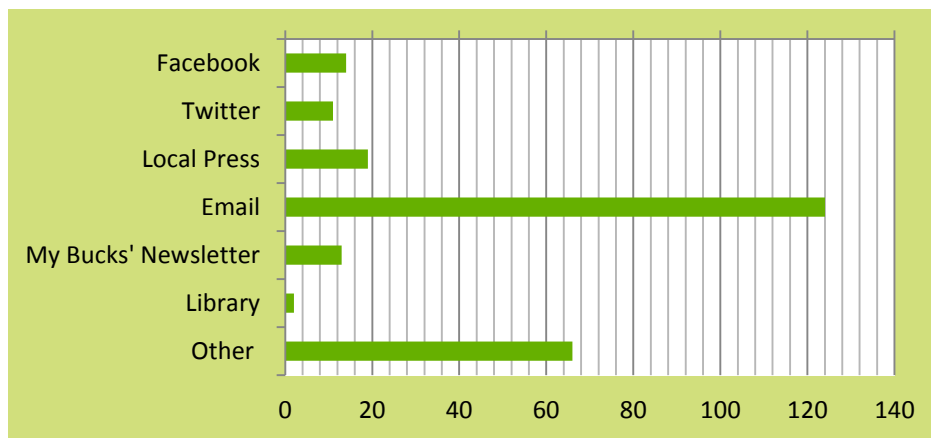


Figure 1– How respondents heard about the survey

In Figure 1 it is clear that the majority of respondents heard about the survey by email, with the 'My Bucks' newsletter being the next most common. However, 66 people selected other and detailed a variety of other sources:

Most common responses to 'other'	Number of Respondents
Village Newsletter	17
Parish Council	12
Local Media – including posters, radio etc	6
Word of mouth	7
BCC website	5
Staff at BCC	5
Councillor	4
External website	3

Figure 2 – Most common responses to 'other'

We also asked that respondents state how they were responding, either as an individual, or as a representative of a group or organisation. As evidenced by Figure 3 below, the majority of respondents were as individuals, followed by those representing an organisation, and Parish or Town Councillors.

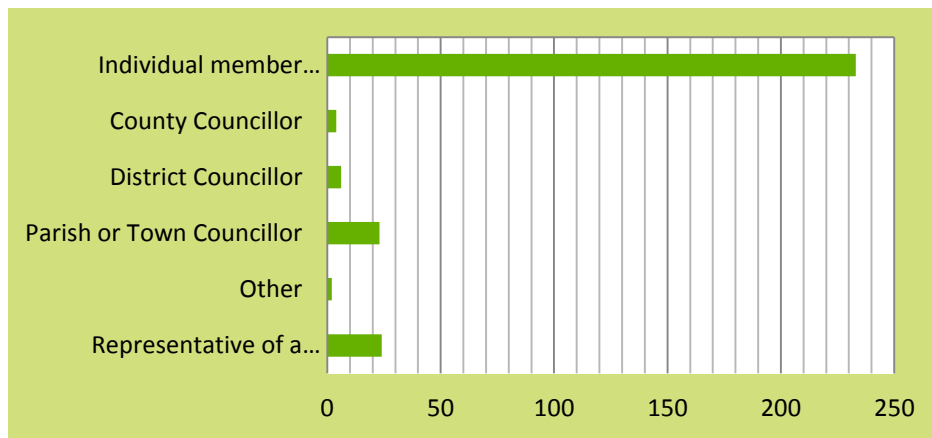


Figure 3 – Chart of type of respondent

Those that represented a group or organisation that was not listed were invited to clarify who they responded as. Listed below are the various responses received:

- Parish Councils
- Residents Associations / Local Groups
- Transport Organisations
- Developers
- Local Businesses
- District Councils
- Bucks Fire & Rescue,
- Buckinghamshire County Council
- School crossing patrollers, i.e. lollipop people

From the original 'snapshot' consultation held between 24 August and 7<sup>th</sup> September 2015, there were 615 responses. 245 respondents requested we contact them with any further information surrounding LTP4. Each of these people was emailed to alert them to our main consultation. Of the 615 respondents, 64 stated they had responded to the snapshot consultation too.



# Section 2: Who Responded

## Who Responded

This section provides an overview of who responded to the consultation. It considers the profile of the respondents in terms of:

- District they live in or were most interested in
- Age
- Ethnicity
- Working status
- Usual method of travel to their place of work or education

This information helps us to understand how we should use the information in other chapters, particularly where groups may be under or over-represented. There were 601 respondents to the online survey. We consider this to be a high number of responses for a high level strategy and these responses really help us to understand people's views. We also received 16 email / hard copy responses.

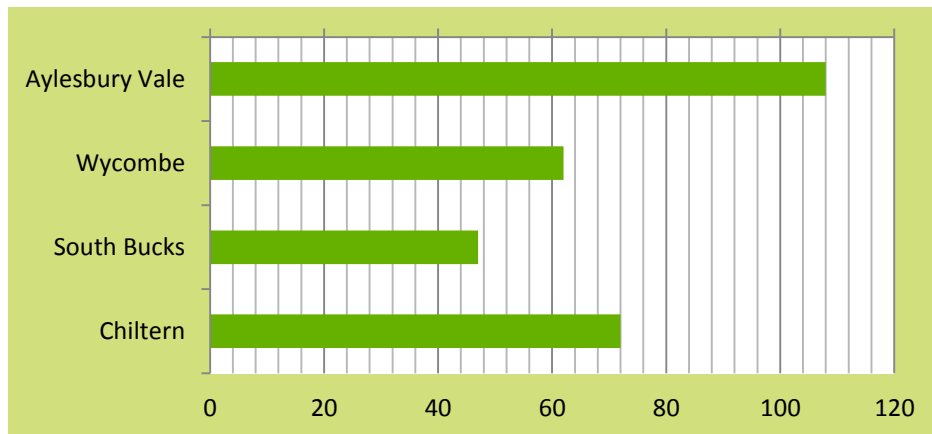


Figure 4 – Responses by district

The majority of responses were from residents who either live in or are most interested in Aylesbury Vale District. This fits with the population demographics, as Aylesbury Vale has the largest population overall. However, we received a larger response from the Chiltern area than would be expected based on its population size. This is thought to be, in part, due to the very active promotion of the consultation by local organisations.

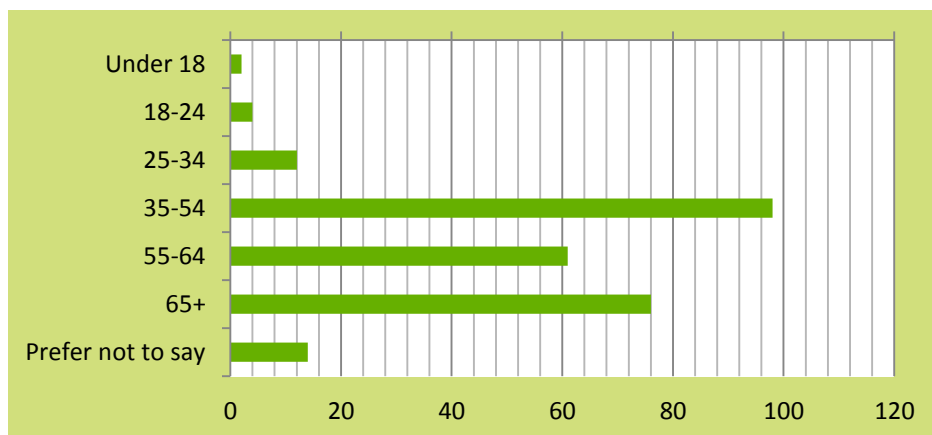


Figure 5 – Responses by age

The largest proportion of responses were from the 35-54 age category, 98 responses (note that 267 respondents included their age). The 65+ age group was also well represented, as were the 55-64. Unfortunately there was still a low response from the under 18, 18-24 and 25-34 age groups with 18 responses, a 6% share of the total.

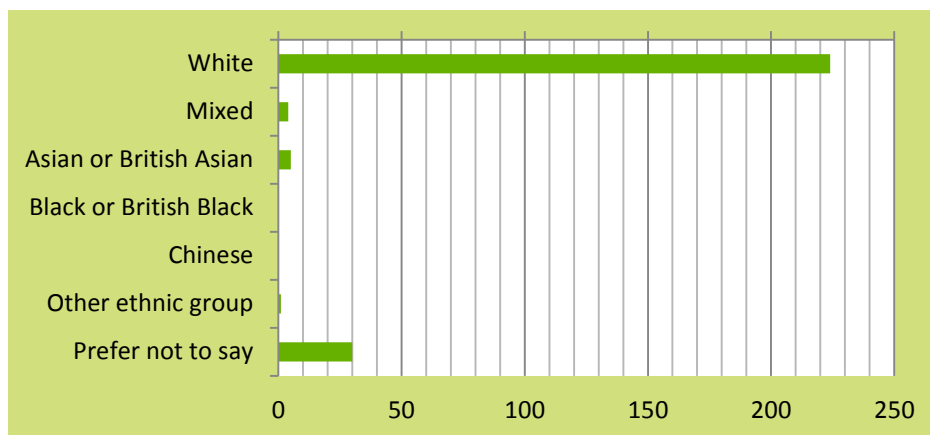


Figure 6 – Responses by ethnicity

84% of respondents stated they were white, which fits well with figures for Buckinghamshire as a whole, where 86% of people are white. Unfortunately, we received no responses from the Black, British Black or Chinese ethnic groups.

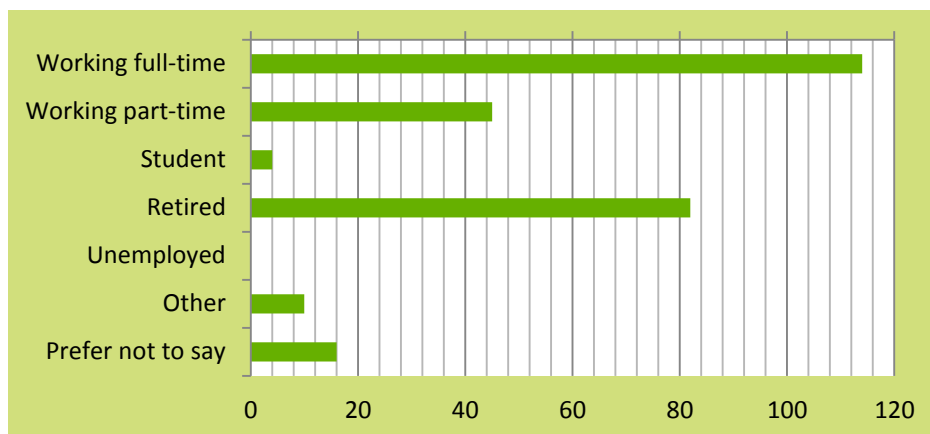


Figure 7 – Responses by current work status

Of the 601 responses, 271 included information on their current work status. 42% of respondents were in full time employment whereas 16% worked part time. This is very similar to the Snapshot consultation (44% in full time and 18% part time). Therefore, over 58% were in some form of employment. When we compare these results to the 2011 census we received a disproportionate number of responses from retired people. According to the 2011 census, 18% of residents in Buckinghamshire are retired, whereas 30% of respondents were retired. 4 students took part in the consultation (less than 2%) of total responses and there were no respondents who were unemployed, whereas in the Snapshot consultation there were 16 respondents who were unemployed.

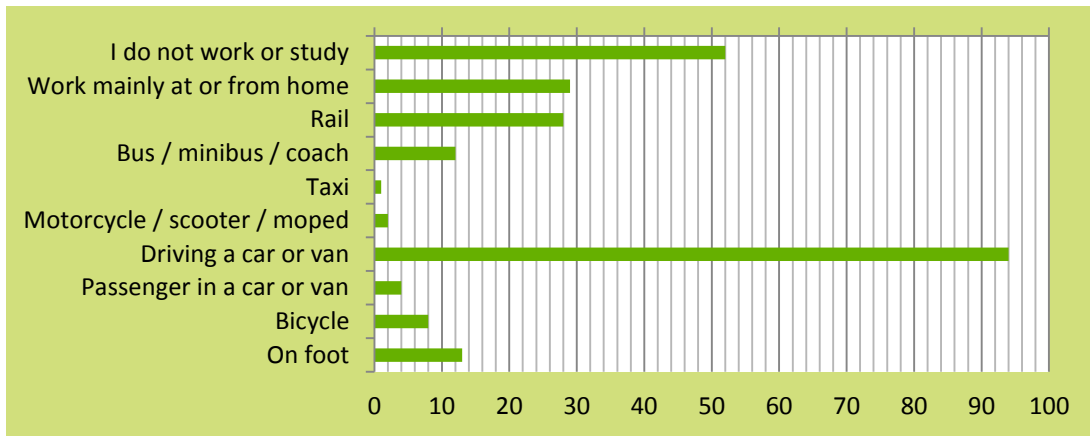


Figure 8 – Responses by method of travel to work

A total of 243 people responded to this question. 52 (21%) said that they don't work/study or they normally work at home and as such did not state a mode of transport. Of the respondents who selected a mode of transport to work, 40% indicated that the car/van was their usual mode of transport, which is below the county average of 69% taken from 2011 census data. The next most popular mode of transport is the rail category with 11%.

Overall the high response rate gives us a good sample of what people think. Whilst there are (inevitably) some biases in who responded, the response was in some ways more representative than is often the case in exercises like this: being slightly more representative in terms of age and ethnicity. Some ethnic minority groups and younger people were less well represented. It is important that we consider these groups and how the data may not reflect their needs as closely as others', as we move through this report.

# Section 3: How we analysed the responses

## Response analysis – categorisation

In order to properly analyse the responses we received, the comments they made were allocated to various categories which are listed in the table below. Within these categories, comments were also assessed as positive (e.g. agreeing with proposals, making constructive comments or giving suggestions), negative (e.g. negative about a proposal, area or issue) or neutral. Dividing the comments into these groups allowed us to see what people said about different issues, where they agreed and where they disagreed. You will see these categories used as the report summarises these responses in the ‘What people said’ section.

Category	Definition
Roads	Comments relating to traffic, parking, potholes or specific roads
Buses & Trains	Comments on bus and train services, lack of services or potential services
Cycling & Walking	Any comments on improving cycling or walking, or the walking and cycling environment
Connectivity	Wider links, links to services, integrated transport and smart ticketing
Local Issues	Comments asking to focus on local transport solutions, listening to local people and where people have commented on a specific town or area
Environment	Comments relating to protecting wildlife, landscapes, noise and air pollution (including CO2) etc.
Demographics	Any comments on specific groups within Bucks’ population.
Growth	Comments on developers, house building or the impact of growth
Economy	Any comments regarding budgets, resources and cost. Both of services or to the public
Communication & Processes	Including broadband, new technology, communicating with residents and communication within the council
Rural Areas	Any comments relating to villages or rural transport
Alternative Transport	Taxis, car clubs, drones, canals, aviation etc
School Transport	Any comments relating to school travel
Freight	Comments on HGVs or any other freight
HS2	Comments on HS2
Unallocated	Any comments which could not be related to the question posed or the LTP4 as a whole.

Figure 9 – List of Analysis Categories

## Unallocated Comments

Unallocated comments are those which it was hard to include in specific sections of the analysis. All responses are important and can help us to improve the plan. Therefore, comments placed in this category were not discounted. They were examined together and used to inform this report’s analysis and the revised draft LTP4’s development.

In total we received 473 **Unallocated** comments (from a total of 3,274 comments), 38 of which were positive, 131 negative and 304 neutral.

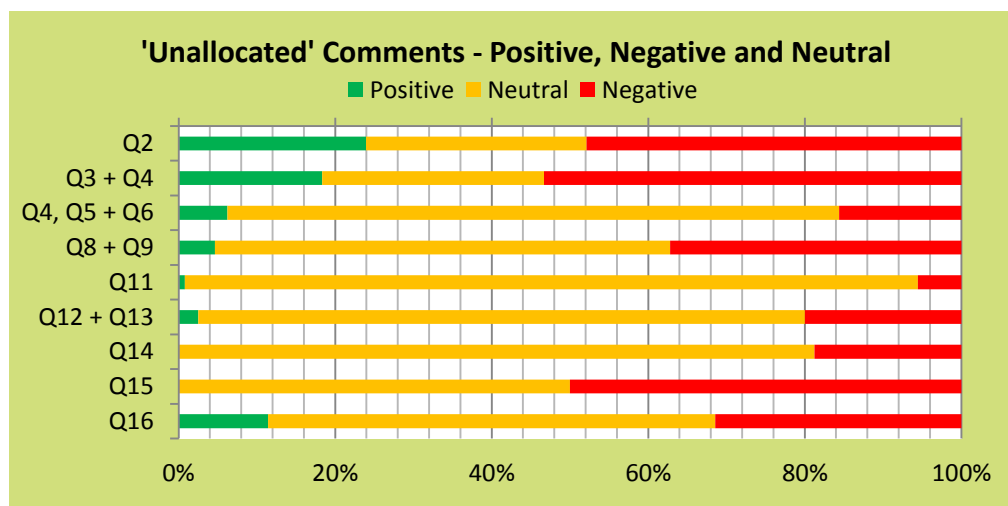


Figure 10 –Unallocated comments negative, positive and neutral split

One of the key lessons we drew from these comments was about the form of the Plan. Of the positive comments, many were statements of agreement with the approach taken:

*“It is a well produced & thought out document.”*

*“I like the way you are thinking and congratulations to the team who prepared the plan document.”*

Given that consultation responses tend naturally to focus on what is wrong with a plan, this feedback is helpful. It suggests that the new approach proposed for LTP4 works for some people. On the other hand, the negative comments raised concerns about this approach and the high level nature of the plan.

*“Reliable road travel: There is no policy, just pointless words. The sort of thing David Brent would say. Have a specific policy regarding traffic flow.”*

*“All of the policies sound splendid but I doubt that BCC can influence them positively”*

This makes it clear that LTP4’s role as the highest level of BCC’s transport policy – that will be supported by more detailed documents, expanding on the issues raised – was not made clear enough. The high level nature of the plan (and how policies will move from the Plan towards implementation on the ground) needs to be explained more clearly.

# Section 4: What people said



## Aims and objectives

Consultees completing the online survey were asked whether they agreed with the aims and objectives in the draft Local Transport Plan 4. This multiple choice question had a high response rate. Eight people chose to skip Question 1 out of the 601 respondents.

The results of this question are provided in the diagram below:

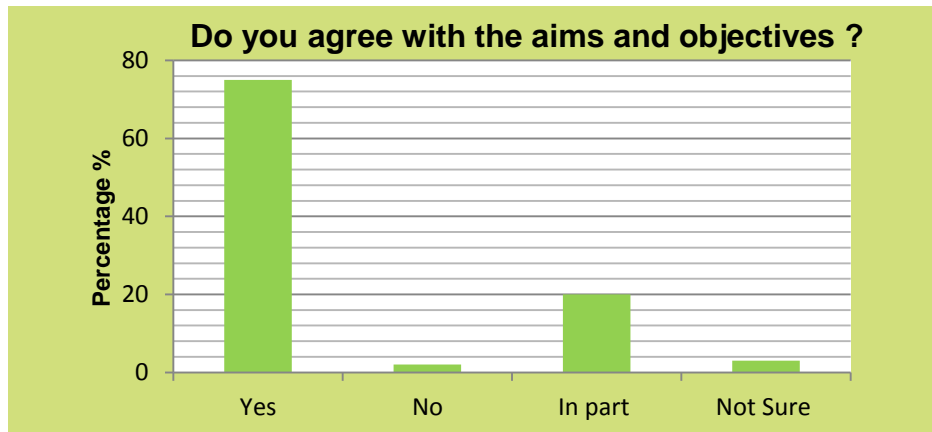


Figure 11 – Percentage of Respondents to Question 1

Feedback showed most people agreed with the high level aims and objectives (75%). Those who disagreed made up a very small percentage (2%), much like those who responded by answering 'not sure' (3%). A fifth of all respondents answered 'in part' (20%).

These statistics demonstrate that most people either agreed with the aims and objectives or did so in part. Subsequently, there will be a greater focus on analysing comments relating to these two areas.

One area of consensus from respondents was that the aims and objectives were felt to be rather high level. This narrative featured frequently within comments, as respondents felt that whilst they may agree with each of the objectives, it was difficult not to as they are so general. Not all comments about the high level approach perceived it as being necessarily negative. However, many wanted to see more about delivery and measuring progress, alongside the aims and objectives.

Comments include:

*“Difficult to disagree with such broad-ranging aspirations but by the same token they lack real meaning”*

*“All seem a bit fluffy. Not really any measurable outcomes from these”*

*“They’re very vague though – how will realistic targets be set & progress towards them measured?”*

LTP4 is a high level plan that has to address a wide range of challenges: covering the whole County and all types of transport, over 20 years. To cover all of these challenges its objectives have to be broad. However, it is important that readers still understand the role of the objectives and that they help them to understand the plan. To make the objectives clearer to readers there are a number of things we can do:

- It may be useful for the plan to show visually how each of the 19 policies feed into the 4 high level objectives.

- The Local Transport Plan 4 (LTP4) is designed to be a living document, with area specific and more detailed documents following the main plan to provide more detail. As area specific and more detailed policies are developed and adopted they should identify the overarching objectives they are designed to meet.
- The role of the objectives could be explained better in the Plan's summary. It could also explain its high level nature more clearly (as noted above).
- It should explain that additional detailed policies will follow. These policies will help to provide the more concrete outputs these comments seek. The plan should explain what policies are planned.

Another theme in feedback was Buckinghamshire's road infrastructure. This often included a reference to connectivity and sustainable forms of transport. This supports the feedback in the initial snapshot consultation where roads featured as a high priority. These comments fell into two areas. Firstly, there were high number of comments around improving infrastructure and road surfaces in the aims and objectives:

*“Regular high quality maintenance of all highways & local roads should also be part of the objective”*

*“All these are great ideas but unless you fix the current road problems which are Pot Holes all over the place the rest are just pie in the sky”*

*“I have spent the last 18 years living in Bucks and have seen little evidence of investment in local road, rail or bus infrastructure”*

Secondly, there were comments (linked with roads) about improving sustainable modes of transport and better connectivity:

*“I would like to see included in the objectives reference to an aim to encourage a modal shift towards walking and cycling rather than car use.”*

*“The objectives sound good enough. However, there does need to be something to encourage modal change and shorter distance commuting.”*

*“Sustainability is too far down the list of priorities”*

A relatively high number of responses supported measures to encourage a shift to more sustainable modes of transport. This supports '**Objective 3: Healthy, Safe and Sustainable Buckinghamshire**'. However, some comments suggested the objective needs to make clearer reference to sustainable (as well as smarter) travel.

Many respondents asked to rearrange the objectives based on their preferences, most notably **Objective 3**. The objectives are not ordered by priority, as their breadth makes it impossible to do this. Therefore, to adjust their order could be misleading.

A moderate number of respondents commented on the need for aims and objectives to include Buckinghamshire's special environment. Whilst there was less feedback on this theme than others, respondents agreed that the impact on the environment should be as small as possible. In response, we will look to continue the focus on maintaining and enhancing Buckinghamshire's special environment in the overarching aim more clearly into **Objective 3**. Our dedicated SEA (Strategic Environmental Assessment) Environmental Report is also an important part of our response to this issue and will be published on the BCC website. The report considers any environmental effects that may arise from the implementation of the policies in LTP4. Impacts are considered under a number of headings

such as biodiversity and landscape. Proposals developed to put LTP4 into practice will also be subject to separate Strategic Environmental Assessments when appropriate.

There were areas of disagreement within the feedback. Some mentioned the need to increase the availability of affordable parking; this could conflict with the respondents who felt a focus on appropriate walking/cycling was more appropriate.

*“Need to improve low cost vehicle parking. Need to improve excessive on street parking in residential streets and village centres”*

*“Do you have any plans to improve parking and access to cheaper parking?”*

The need to plan for growth emerged from the feedback; although less clearly than some other themes. Comments were often not specific to the aims and objectives but did highlight the need to plan and manage growth. This is an important theme in the Plan and ‘**Objective 2: Growing Buckinghamshire**’ sets out our objectives for this theme. It is expanded on in the specific **Development Management Policy**.

A number of comments suggested the Plan was not clear enough about the needs of those with a physical or learning disability. As a result of this feedback the Plan will need to be checked and where appropriate amended to ensure it properly reflects this important issue.

## Policy 1: Managing Demand for our services<sup>1</sup>

Consultees who completed our online survey were asked to comment on the approach BCC proposed in **Big Picture Policy 1: Managing Demand for our services**<sup>2</sup> (BPP1). Consultees were asked if they had any comments or ideas. There was a marginally lower response rate to Q1 when compared with the aims and objectives question. Comments covered a broader range of issues, and where there were conflicting opinions they were more evenly balanced. For the purpose of analysis, comments and ideas on **BPP1** will be evaluated together.

Comments on the approach BCC had taken with respect to **BPP1** were wide ranging, but there were areas of agreement amongst respondents. Respondents recognised the county has increasingly limited resources and respected the plan's honesty in addressing this. A high number of comments suggested that effective partnership and investment can both reduce overall costs and improve services:

*“Seems good – but needs more emphasis on sharing / cooperating / investing to reduce cost”*

*“I think the key issues here are making the right choices on "how to use the limited resources; being effective & efficient in the services provided”*

*“Take both a long and short term approach. Investment now will reap rewards in the future”*

People agreed on the need for effective investment. An online approach to improving services was the preferred option. This included communicating change via social media.

Concerns about creating barriers for people who were not confident using technology also became apparent in a number of comments. The feedback in this area said BCC needs to improve services, online where possible, but ensure technology doesn't prevent people engaging. In response, the Plan will continue to support the development of more efficient online and technological solutions but also consider how they can work better for everybody (through the way they are developed and as part of wider efforts to help more people get online).

One area where comments were split was surrounding commissioning private companies to deliver Council services. There was an even split of opinion regarding the approach BCC takes to delivering work in this way. Some saw advantages to using external experts. Others were concerned that private companies didn't share the public's values:

*“Agree with these objectives. Clear case for involving private companies”*

*“It's a noble pursuit; communities can help provide some of this...”*

*“Generally agree. Consider agreeing a local allowance and let the local community use local contractors”*

*“Farming services out to the private sector is not the most efficient way to provide a service”*

*“Private organisations have a different objective i.e. to make a profit”*

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<sup>1</sup> Now amended in the LTP4 to Effective and efficient transport provision

<sup>2</sup> Now amended in the LTP4 to Effective and efficient transport provision

The snapshot questionnaire also asked how BCC should be delivering improvements. Overall the comments reflected the public's initial split of opinion in the snapshot consultation.

There were very few specific comments about the devolution of services; although it was suggested that some areas are more suited to the devolution of services than others. The main area of agreement was that local residents should be communicated with as experts about the area in which they live. Respondents highlighted the need to engage local residents; irrespective of how the work was going to be carried out:

*“Any change in services need to be communicated effectively”*

*“Listen to the local members & local communities, they do know their community better than anyone else”*

*“The importance of community surveys & local engagement in these decisions cannot be understated”*

Making the most of local expertise has been a key part of how we have developed LTP4. Through the initial 'snapshot' consultation and this main consultation we have worked to understand people's views and reflect them in the plan. This focus on understanding people's needs will inform the development of the more detailed policies that will support LTP4, using the experience we have gained in conducting the two successful LTP4 consultations to help us where appropriate.

Consultees made suggestions about working with businesses to manage growth. It was felt that closer links with the business sector could help encourage behavioural change away from unnecessary commuting. The feedback also suggested that interacting with businesses could help lessen the impact of budgetary pressures:

*“The Council has limited resources and it should welcome the involvement of parties who have a keen interest and the necessary expertise in achieving economic growth”*

*“Get the help and advice of successful people from the business sector”*

*“Liaise with consumers and business representative organisations to identify priorities”*

As a result, the development of more detailed policies to support LTP4 should build on the work we have done through consultations and work with the Buckinghamshire Thames Valley Local Enterprise Partnership, to engage with businesses to understand their needs and role(s) in transport issues.

Respondents also highlighted the need for high speed broadband. Respondents stressed that well-functioning internet access ensures they can work from home and access online services. BCC understands the integral role the internet plays in achieving its aims of improving online services and reducing unnecessary commuting, and will continue to deliver on its plans to support the roll out of fibre optic broadband to 90% of Bucks in 2016. More information on BCC's broadband plans can be found by visiting:

<http://www.buckscc.gov.uk/community/better-broadband-for-buckinghamshire/>.

## Policy 2: Beyond Buckinghamshire

Questions 5, 6 and 7 of the online survey asked people to leave feedback on key transport links within the county and further afield. Consultees were asked to choose from a list of transport links those that were particularly important to them. They were then asked what concerns they might have about them and whether or not any links were missing.

The pie chart below shows which transport links were important to people in Question 5.

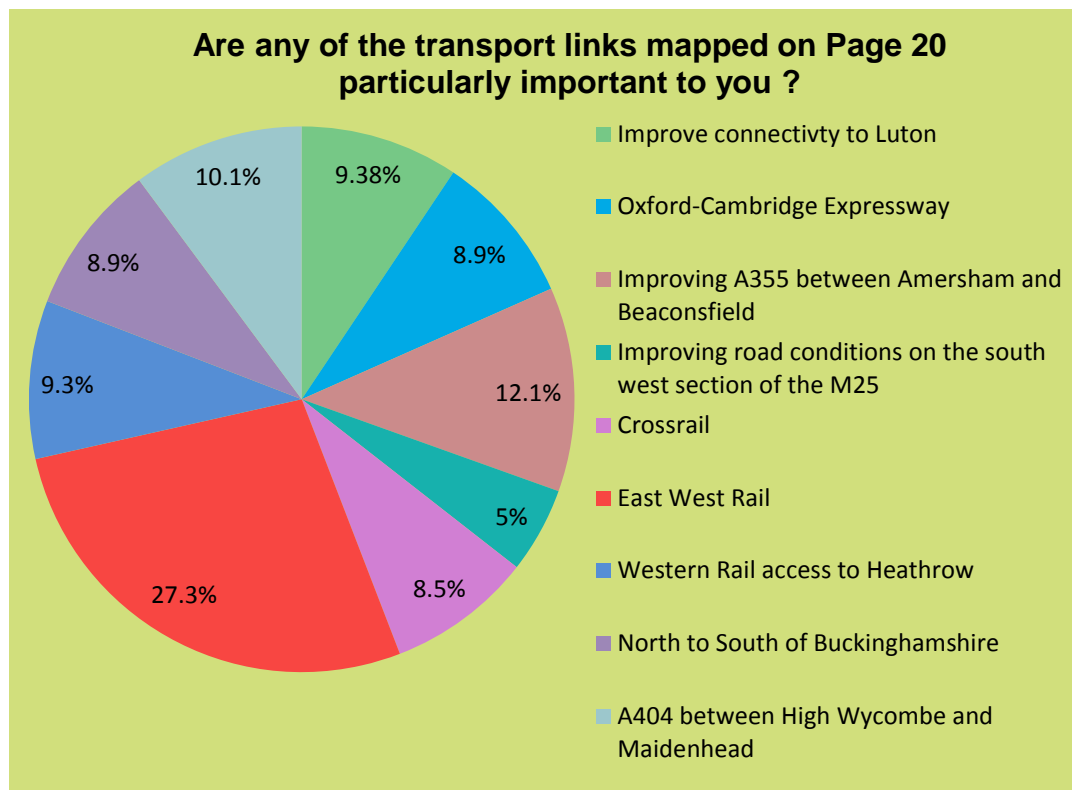


Figure 12 – Percentage of respondents to Question 5

244 people responded to Question 5; providing an answer using one of the 9 transport links above. Some respondents said all of the transport links were important and others provided more than one answer. Feedback in this area showed that BCC and consultees generally shared the same opinion of what transport links were important.

The highest proportion of responses focused on improving East-West connectivity. East-West Rail received the most support and was viewed by many as a scheme of strategic importance. Better links between the north and south of Buckinghamshire were regarded as important, as was the A404 and A355 which had a marginally higher proportion of responses. Whilst CrossRail didn't feature as high as other transport links, there was a collective consensus on improving links into London. These were often linked with the need to improve connections to the south west section of the M25. Rail access to Heathrow was considered important, but comments often included the need for better access to other key airports such as Luton.

Survey comments gave a detailed description of what other transport links were of concern to respondents, or might have been missed out of the plan. A number were concerned that certain specific routes were not identified, for example the A4010 (similar comments were received on other routes, including the A41, key routes around larger towns and the A413):

*“The A4010 needs to be improved with so many emergency vehicles going up and down”*

*“The A4010 as above. its omission is baffling”*

*“Addressing the issues on the A4010”*

*“It is disappointing to see that the A4010 is not mentioned at all”*

*“Serious issues with the A41 both north and south of Aylesbury...”*

*“Keeping the A413 as free of more heavy traffic as possible”*

The map included in **Policy 2** focuses on issues, rather than solutions, on purpose. It is important at this stage to begin with the problems, so all possible options are considered before identifying solutions. As such the plan identifies (for example) a broader corridor between High Wycombe and Aylesbury, rather than the A4010. However, we all naturally link problems to where we currently experience them, so it is important that people can see that the corridor or issue identified reflects their issue. We will look to improve this in the final plan.

Another trend in the feedback suggested improving the county’s connectivity to Oxford, particularly from Aylesbury. Whilst respondents supported plans for East-West Rail, there was also interest in direct bus routes between the two areas:

*“Direct transport between Aylesbury-Oxford...”*

*“There is a very acute lack of transport links between Aylesbury and Oxford”*

*“Links to Oxford”*

As well as the East-West Rail plans there is a regular public bus service between Aylesbury and Oxford leaving every twenty minutes, taking around 90 minutes (depending on time of day). Nevertheless, it clearly remains an important issue. To address this issue, this feedback will be passed on to officers responsible for the ‘Improvement Plan’ and ‘Pilot studies’ described in **Policy 16** as part of our work to develop the bus network Buckinghamshire needs. We will also work with Highways England to ensure its work on the possibility of an Oxford – Cambridge Expressway works for Buckinghamshire. It will also feed into the transport work now starting across the Economic Heartlands authorities.

Comments concerning transport towards the south of the county often focused on the M40/A40 and High Wycombe. Congestion in and around High Wycombe and access into London was a focal point within the feedback. Many welcomed the need for improvements to the A355 as a way to improve connectivity to the M40 and A40 at Beaconsfield. Feedback mentioned the need to improve the A40 through High Wycombe:

*“Improve flow on the A40 through High Wycombe”*

*“The A40 at Loudwater through to Wycombe centre should be redesigned”*

Respondents supported the need for improvements on the A404 between High Wycombe and Maidenhead. Feedback suggested the need to reduce congestion in and around High Wycombe.

The comments on transport issues in Wycombe will help to inform the development of the more detailed policies that will be developed to support LTP4. These will include more detailed strategies for specific growth areas, which will consider the role of specific locations like those described above.

Feedback on airport connectivity included both Luton and Heathrow airports. Improved connections with Luton airport featured most frequently.

*“I fly from Luton to other UK destinations - the only way to get there is by taxi”*

*“The Arriva bus service 61 used to go directly to Luton airport. It later terminated at the Luton Interchange for connection with the airport shuttle Service A. It now terminates at Dunstable, also connecting with Service A. This is not as convenient as the direct service”*

*“It is practically impossible to use public transport to travel from Marlow (or High Wycombe) to LHR using public transport”*

*“Would like to see better connectivity between Amersham and Beaconsfield area and Heathrow”*

**Policy 16** identifies connections to Heathrow and Luton airports as key transport links. We will continue to work with partners to improve these, as set out in the ‘Putting the plan into practice’ section.



## Policy 3: Development Management

Question 8 asked consultees completing the survey to comment on anything that should be included in BCC's **Development Management Policy: Big Picture Policy 3** (BPP3). This question had the lowest response rate out of all the Big Picture Policies. The initial 'snapshot' consultation feedback showed a wish for developers to address the effects of a new development, but do so under the Council's guidance and supervision. The majority of responses reiterated this approach. Detailed comments provided an insight into which aspects of development management were particularly important to people.

Roads, infrastructure and local issues emerged as being key themes within the feedback. There were no significant disagreements within the comments. Some areas of consensus emerged around several matters of importance. One such matter was a desire for the cumulative impacts of nearby new developments to be considered together, to recognise the combined impact they may have:

*"Put a greater emphasis on developers to create a comprehensive infrastructure rather than allowing them to build piecemeal and avoid their responsibilities"*

*"The transport effects of new developments are always considered by TFB as individual items when responding to planning applications. By considering each individually the true picture is not presented..."*

*"Avoid piecemeal development in favour of strategic enhancement"*

*"comprehensive strategies should be drawn up for the whole area so that in the event of piecemeal development individual applications can be conditioned to provide sections according to the main plan"*

Making development work for Buckinghamshire is a key part of LTP4 and this policy sets out how a dedicated **Development Management Policy** will help developers to ensure new development meets Buckinghamshire's needs. This will help to ensure that - however developments come forward - they happen in the right way and work as part of Buckinghamshire's wider network. We will also develop more detailed policies to support LTP4. These will include more detailed strategies for specific growth areas, which will help us to respond to applications for development in a coordinated way and include an analysis of the cumulative impact of proposed growth. Comments stressed the importance of appropriate services, bus services, walking infrastructure, cycle infrastructure and appropriate parking:

*"Schools, services (Doctors, clinics, hospitals)?"*

*"Realistic planning including appropriate number of school places in new developments and local access to GP surgeries to reduce the need to travel in newly developed areas"*

*"It must be shown how these new infrastructure projects dovetail into the existing infrastructure. What will be the impact on local roads, volume of traffic, parking, buses and local residents"*

*"Car Parking provision on new housing developments"*

*"Transport and parking to be addressed before housing is started"*

*"I would like to see how developers made liable for contributions toward ongoing infrastructure maintenance, such as roads, schools, stations, parking etc."*

*“Clear and safe walking routes should be created linking each school to the bulk of its within-walking-distance pupils”*

*“Make sure that there is promotion for low and no carbon transport and bigger investment in safe cycling routes”*

Many of the responses to Question 8 were regarding roads; this theme received the greatest proportion of responses. The need for efficient and effective investment and improvements to the county’s road system has been a reoccurring theme in both consultations. Feedback on BCC’s road network with respect to development management included a range of comments. Some comments focused on the need for developers to improve roads and infrastructure, by investment and smart design:

*“...ensure that the money that comes from developers is used for decent road infrastructure”*

*“Ensure developer funding is available and spent to enhance local bus services and so reduce impact of additional car traffic resulting from new development”*

Some suggested that developers should plan and / or make transport improvements before developments are built:

*“There should be a requirement for infrastructure to be improved before more houses are built”*

*“Where existing roads are heavily congested, A40 and A404. Infrastructure investment should precede development of housing and commercial property”*

*“Infrastructure and amenities must be planned prior to major development and must be an integral and organic part of any major builds / developments”*

Ensuring BCC gets the best deal from development is an integral part of the policy. The authority recognises the additional pressures that can be put on existing transport networks. This feedback will inform a dedicated **Development Management Policy**, to help developers to ensure new development meets Buckinghamshire’s needs.

A number of responses highlighted the importance of working with district council’s as they develop their Local Plans:

*“BCC’s Development Management Policy must tie in with CDC’s Emerging Local Plan 2014-2036. It’s no good CDC calling for housing development sites without relevant infrastructure being included”*

*“Needs to be in line with the Local (district) and neighbourhood development plans...”*

BCC is working with all of Buckinghamshire’s district councils to understand and inform their developing Local Plans. We will also develop more detailed policies to support LTP4. These will include more detailed strategies for specific growth areas, which will include and respond to the growth their plans identify.

Engaging with local communities was another area of feedback within Question 8. This had a marginally lower response rate, but effective communication with local residents has been a reoccurring theme in previous questions. Respondents were interested in how local residents could get involved:

*“How local residents and businesses can feed into the process at an early stage...”*

*“How are the views of the local community going to be fed into this...”*

*“Updates for residents”*

*“...planning conditions publicised to the impacted area”*

In response to these concerns, this feedback will inform a dedicated **Development Management Policy**, to help developers to ensure new development meets Buckinghamshire’s needs. Communicating effectively with and involving local residents is an important part of this.

There was a positive response to the policy’s mention of securing high-speed broadband. The need for developers, TfB and utility companies to liaise effectively was clear. The advantage being that when roads are dug up it’s done with minimal aggravation to the community.

The important issue of access for people who find getting around more difficult was also mentioned within the feedback. Developments must work for people with disabilities and those who may be less mobile.

Although nearly all respondents who commented on this agreed that developers should invest in and contribute to local infrastructure; some felt the Council should consider other options too.

*“There should be reference to and a commitment by the Council to exploring all sources of funding and not just a focus on developer contribution”*

*“A commitment to seeking funding from all available sources (public and private) and use of innovative financing mechanisms to deliver necessary infrastructure so that development can be delivered in an economical way”*

It is important that new developments help keep Buckinghamshire thriving and attractive but they are only part of the picture. BCC always considers all possible ways of making the transport improvements that (a growing) Buckinghamshire needs. The ‘putting the plan into action’ section of LTP4 explains the range of funding options we regularly consider.

Survey respondents were then asked in Question 9 if they had any further comments on any of the Big Picture Policies. A high number of respondents who answered Question 8 chose to skip this question and its response rate was low. Most of the comments in this section echoed concerns and suggestions provided in previous survey questions. It was difficult to distinctly analyse trends as feedback was wide ranging.

There were comments within the feedback on all the Big Picture Policies about the need to include small rural areas, not just towns. These comments were low in number but continued to feature in Question 9.

*“Include the villages, they pay the same as others and deserve the same service...”*

*“...Please ensure rural roads are considered and consulted with local Councils on local issues”*

*“Unfortunately there will always be a need to look to the urban areas first and therefore the limited resources will tend to be directed to the population centres rather than the rural areas”*

*“Greater emphasis on the effects of new developments particularly in rural locations”*

The LTP sets policies for all areas. In identifying the more detailed documents that will support LTP4, the Council will consider the issues predicted to arise all across the County, to ensure it identifies the most important issues. It is also worth remembering that

improvements in urban areas can benefit people from a much wider area: by addressing issues on longer distance routes and by making jobs and services easier to reach.

## Question 10: From the policies for specific issues please choose the 4 policies which you think are most important

Section 3 of the consultation survey focused on the 15 policies for specific issues (set out in the consultation draft LTP4). The first question of this section - Question 10 - asked respondents to choose the 4 specific policies which they thought were most important.

Figure 13 shows the results of this question.

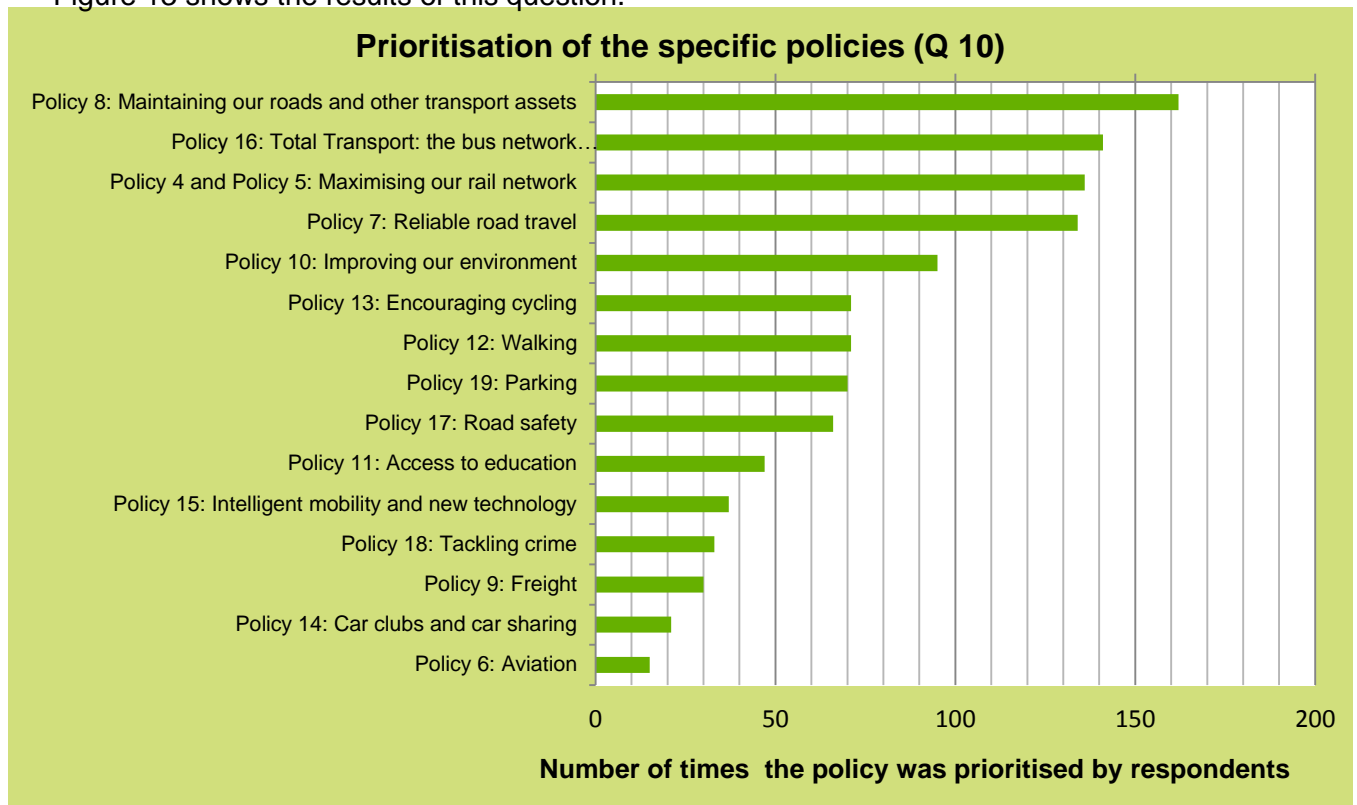


Figure 13 – Number of times each policy was prioritised by respondents

The results show that respondents think that **Maintaining our roads** is the most important of the specific policies. The results also show that **Total Transport (buses)**, **Maximising our rail network** and **Reliable road travel** are also very important. Figure 13 shows how there is a notable difference between these top four policies and the others.

**Aviation** is shown as the least important of the specific policies. **Freight**, **Tackling crime**, and **Car clubs and car sharing** are the other specific policies which make up the bottom four.

## 11a. For each of your chosen 4 policies, do you agree with how LTP4 has addressed this policy (agree / disagree / not sure)?

After selecting their top 4 policies, respondents were then asked to assess whether they agreed with how LTP4 dealt with these 4 policies (Question 11a). The results of Question 11 are shown by a percentage split within each policy, to account for the fact the number of responses to this question is dependent on the number of times the policy was chosen in Question 10. Figure 14 below shows the results of Question 11a.

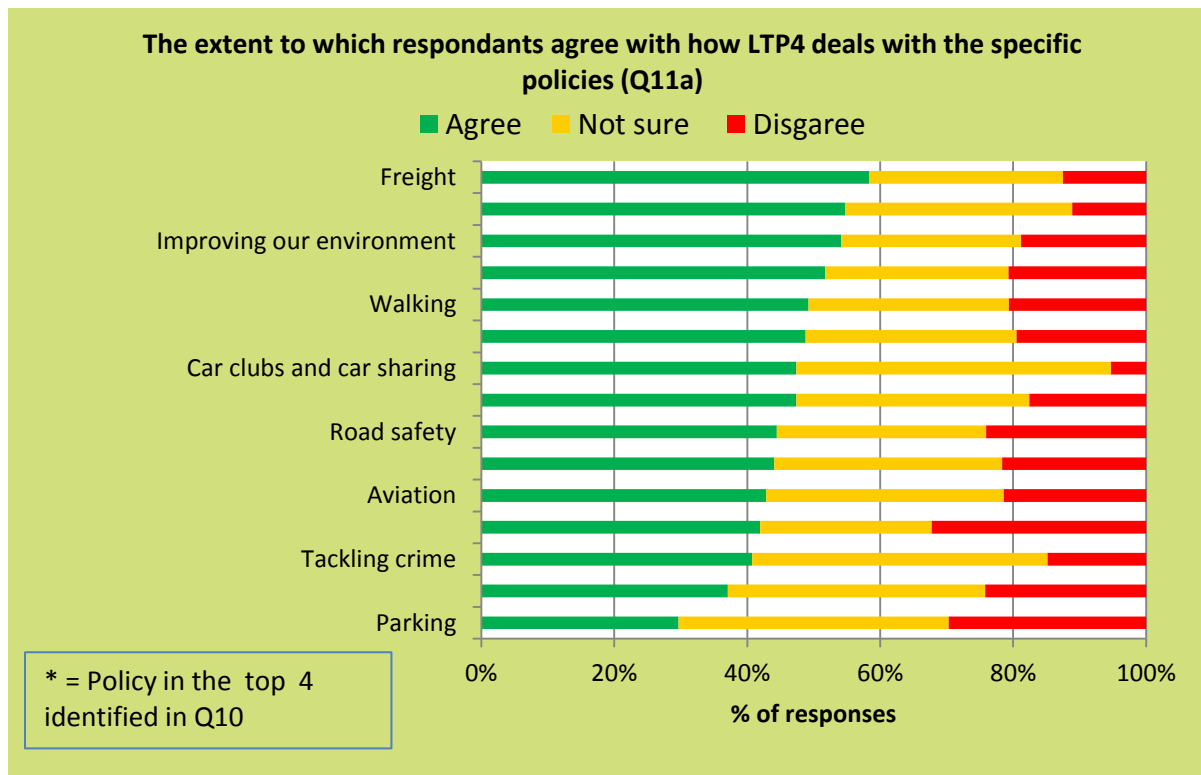


Figure 14 – Agree, Disagree and Not Sure split across Question 10 policy choices

While all policies received agree, disagree and not sure responses, Figure 14 shows that there is variation between the attitudes to the policies. **Freight** received the highest percentage of 'agree' responses (58%) indicating that respondents tend to agree how the policy was approached in LTP4. **Encouraging cycling** received the highest percentage of disagree responses (32%) indicating that respondents don't agree as strongly with how the policy is addressed in LTP4. **Parking** also stands out for having the second highest percentage of disagree responses (29%).

It should be noted that because Question 11a was focused on the 4 policies which respondents chose in Question 10, those policies which were more popular in Question 10 have more data and are more representative in Question 11. For example, while **Car clubs and car sharing** has the lowest percentage (5%) of respondents who disagree with how it is addressed in LTP4, there were only 19 responses in total, compared to 143 responses for **Maintaining our roads** and 124 responses for **Total Transport**. With this in mind, Figure 15 takes a closer look at the top four policies only and the extent to which respondents agreed with how these policies were addressed.

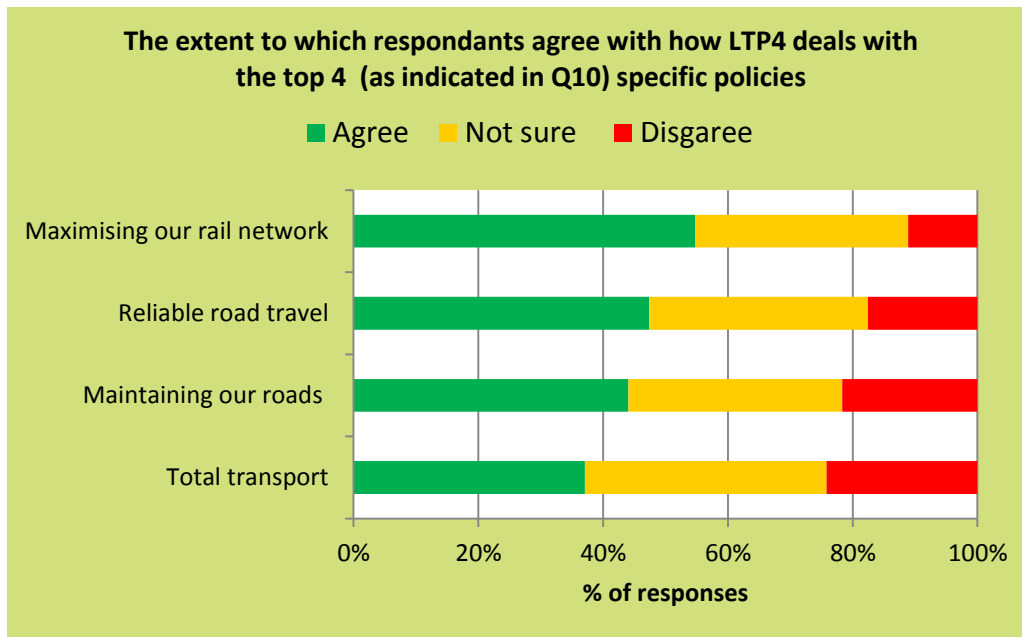


Figure 15 – Respondents agree, disagree or not sure about the top 4 policies selected in Question 10

**Maximising our rail network** stands out for having the highest percentage of agree responses (54%) and the lowest number of disagree responses (11%). This indicates that respondents agree more with how rail is addressed in LTP4 than bus travel, road travel or asset maintenance. Respondents disagree most with how **Total Transport** (24%) is addressed.

## 11b. For each of your chosen 4 policies, do you think there is anything wrong or missing from this policy in LTP4?

For the second part of Question 11, respondents were asked to comment if they thought anything was wrong or missing in their 4 chosen policies.

The **Maintaining our roads** policy was shown above to have a high proportion (21%) of residents disagreeing with how it was addressed in LTP4. Looking at the comments given for the second part of Question 11 gives more detail on why this is.

A number of respondents commented that timescales were missing from this policy. For example:

*“Need to be more specific & measurable with timescales. E.g. be specific about changing the balance from reactive maintenance to planned maintenance. Reactive maintenance should be seen as planned failure.”*

Similarly, the phrase ‘long term’ is used frequently alongside comments on the quality of road maintenance. For example:

*“The need for long-term maintenance instead of just "patching"”*

*“Roads are in a poor condition & constantly filling in a pothole which reappears within days is not a good use of money. I think you should stand back & start repairing the roads properly with a long term strategy which means fewer repairs”*

*“... Fixing potholes (& resurfacing to prevent them) should be higher priority.”*

*“I would like to see a much clearer commitment to prioritising the maintenance of roads and the existing network. The current approach is a too reactive ...”*

Respondents thought information on the costs of and the rationale behind maintenance approaches was missing from the policy, for example:

*“Publishing past & future road upgrades inc costs & public requests - with the priority / rationale.”*

*“More emphasis on communication & transparency of where the council puts its resources to maintain roads”*

One respondent made a suggestion regarding devolution of maintenance services:

*“I think exploring devolution of the small roads through research initiatives such as Rees Jeffreys is really important.”*

Respondents referred to roads in villages, commenting on concerns about poor road condition and speeding leading to unsafe routes for both cars and pedestrians.

**Reliable road travel** also received a high level of ‘disagree’ from respondents in Question 11a. Many of the comments given express the respondents’ desire for there to be more detail in relation to this policy. For example:



*“It is too general. It has no specific targets & does not adequately identify the issue”*

*“...there are no concrete action steps only high altitude goals/objectives.”*

*“ It's sufficient for a general plan, but far more detail of what will happen in practice & how it will be done needs to be produced & made widely available to residents.”*

**Total Transport: the bus network Buckinghamshire needs** policy also attracted a range of comments.

Respondents commented that information on the Punctuality Improvement Partnership was missing from the policy:

*“Continue to work with local bus operators through Punctuality Improvement Partnership (PIP) to ensure local bus services can be delivered consistently and reliably.”*

*“No mention of Punctuality Improvement Partnerships with local bus operators in order to drive forward successful and reliable bus operation.”*

Similar comments about a lack of detail were given. There were a number of requests for more detail on how the bus service is going to be improved and that wider public consultation occurs in this process.

Comments suggest that while respondents see the worth of bus services and want the network to improve, they don't currently feel the bus network *“reflects community dynamics”* and that:

*“[We need] a more comprehensive bus service which is based on the journeys people need, e.g. From villages to the hospitals, & to stations & the airport.”*

The bus service in rural areas is specifically referred to. For example:

*“The policy discusses new bus stops, introduction of bus lanes and terminus. However what we need in this part of Buckinghamshire is simply more buses than one an hour that does not connect in any way with the trains or with school times”*

*“There needs to be a commitment to public transport in the rural areas particularly in the north of county”*

*“Buses are an expensive luxury in rural areas - perhaps more can be done to encourage self-help within communities.”*

Another theme in the comments on the **Total Transport** policy is the importance of integration with other modes of transport. For example:

*“A bus network can reduce the use of cars massively but needs to be integrated with other options like cycling & [walking].”*

*“We need integrated public transport, e.g. local bus services meeting trains / tubes, especially late at night.”*

*“Presently Buses don't link to trains eg: hourly bus Aylesbury to Leighton Buzzard does not visit LB station or provide sensible frequency for commuting.”*

*“Bus links for South Bucks need to address the need to cross boundaries with Hillingdon and Slough. Partnership with those authorities is essential.”*

A number of respondents commented on the planned Integrated Transport Hub (bringing the teams in the Council that deal with public transport together in one team), remarking on the significance of who is a part of it to ensure day-to-day transport challenges are properly understood.

Similarly, comments were made about the need to make it easier to use different bus operators' services:

*“Develop a one ticket policy between all providers, too many providers across the county means it can be expensive to travel by bus”*

A Bus Strategy was requested as an individual supporting document to LTP4. It was commented that LTP4 is currently *“a bit light on the strategic importance of the bus network to Bucks”*.

On the topic of community led services, respondents think the **Total Transport** policy should include more consideration of how to support community transport, especially in rural areas which are perceived to be unlikely to have an adequate traditional public bus service.

On the topic of public transport information and promotion, there was a mix of positive and negative comments regarding the use of innovative technology solutions. Respondents encouraged a balanced approach with regards to the use of technology in public transport information and promotion, to ensure there is not a detrimental impact on some demographics. For example:

*“...many older people rely on signs at stops and may be turned off using public transport in favour of the car if these were taken away...”*

*“Insufficient emphasis on how to easily access information by means other than the internet.”*

*“[The policy is missing more information on] new technology to drive efficiencies and provide data e.g. improved ticketing using apps etc.”*

The policies discussed above all have a relatively high percentage of respondents who disagree with how LTP4 approached the policy: **Maintaining our roads** (21%), **Total Transport** (24%) and **Reliable road travel** (18%).

Fewer respondents disagreed with how the **Maximising our rail network** policy was addressed in LTP4 (11%). Comments on this policy frequently refer to support for East West Rail (EWR) and the BCC proposal for an additional station on the EWR line at Steeple Claydon paid for by HS2. The impact of HS2 is also frequently referred to, for example:

*“HS2 remains a huge undertaking with large scale potential consequences during the build phase”*

*“Main concern is the impact of HS2 construction & operation; a very high priority needs to be given to minimising this”*

The Chiltern Railway line is discussed positively and a desire to increase the current service (at a variety of stations including High Wycombe, Marlow, Beaconsfield and Princes Risborough) is mentioned. Regarding the West Coast Main Line, an increased service at Cheddington is suggested to better serve the east of the county. There are also several comments which discuss the importance of adequate parking facilities at train stations to encourage rail use and also to minimise impact on surrounding residential streets. More consideration of Crossrail in the LTP is requested several times.

Negative comments focused on a desire for more rail links to “*less exciting places*” as well as major termini such as London and Milton Keynes. The importance of connectivity to airports is also referred to. As with **Total Transport**, there are also comments which refer to a better ticketing system (“*Oyster scheme or equivalent*”) to encourage mode shift. Similarly, responses advocated that in order to encourage people to reduce their car use “*drivers need to feel that public transport is comfortable & convenient*”.

A number of respondents requested information about how different partners in the rail industry will work together to achieve this policy.

From our analysis, it is possible to look at the overall trends for Questions 10 and 11 (The Specific Policies). The majority of the responses were allocated to the ‘roads’ category and within this 66% were negative comments. ‘Walking and cycling’ and ‘buses and trains’ were the joint second categories. Within the ‘walking and cycling’ category most responses were neutral whereas within ‘train and buses’ most comments were negative. The ‘school transport’ category stands out because 72% of the comments in this category were negative. In looking at this information it is important to consider whether respondents were more likely to comment on issues they are concerned about, than ones they are happier with.

## 12. Do you want to comment on any of the other policies listed above?; and <sup>3</sup>

## 13. Do you think there are any important topics missing from the list of specific policies?

Similar to Question 11a, the majority of responses to these questions were allocated to the 'roads' category and within this 59% are negative comments. 'Roads' was closely followed by 'cycling and walking' but there was a more even split within this category with 50% of comments neutral, 31% positive and 18% negative. 'School transport' also stands out again because 62% of the comments in this category were negative.

The **Parking** policy is raised a large number of times under Question 12. Almost all of the comments are negative and refer to availability, enforcement and cost. For example:

*"Parking in Aylesbury is far too expensive. In Watford parking is so much cheaper. The parking prices in Aylesbury mean you don't want to stop for very long and enjoy shopping."*

*"Bring back life to town centres by allowing cheap parking...Current parking policy pushes trade from town centres to out of town stores."*

Comments were made that parking should be used as an incentive to car share (e.g. cheaper parking). Also that suitable *cycle* parking is provided at key destinations in order to encourage people to cycle. Several respondents expressed concern about cars parking on pavements and blocking pedestrian routes. Respondents also linked parking enforcement to reducing congestion.

In a similar way to Question 11b, the theme of connectivity is present in a number of the responses regarding **Total Transport**, including integration between modes and across borders. For example:

- Buses in Buckinghamshire should link to Leighton Buzzard rail station more frequently where there is a fast service to London Euston
- Trains from London to Oxford should stop at Beaconsfield
- Buses connected reliably with rail travel

Some respondents commented that there was a lack of consideration of taxis and private hire vehicles in the plan. Similarly, there was a request for increased engagement with motorcycle groups in order to consider the best way to get them involved in local transport policy.

Comments on the **Encouraging cycling** and **Walking** policies often link to the **Tackling crime** policy. For example, comments advocate cycle routes and key walking routes being well lit, particularly in winter and with concerns about the level of police presence. In pedestrianised areas this is perceived as even more important, due to concerns about anti-social behaviour and crime. The road safety of cycling is also referred to and driver training

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<sup>3</sup> A summary of comments is given together for Questions 12 and 13 as similar comments were made and they also tended to be more general comments about the topics covered in the specific policies, rather than direct responses to the questions.

is mentioned. The importance of maintaining walking and cycling routes is also reiterated by respondents, including a request that maintenance budgets are included from the project outset.

While answering Question 13, some made specific suggestions about how to increase walking and cycling. For example:

*“What incentives can you give people to make them want to walk or cycle? Collect health points which might be like nectar points? Collect enough and get a free gym day or a yoga class or something that you can involve local businesses with and pay for?”*

As with Questions 10 and 11, **Access to education** received mostly negative comments. Some respondents highlighted the different needs of local pupils and those who have to travel longer distances. A number of respondents also felt the plan had a lack of consideration of volunteers, including carers, and the specific challenges they face.

As in Question 11b, many respondents expressed a desire for more detail on the subjects covered by the specific policies. Specific requests were made for information on budgets and other types of financial data. It was suggested that a (clearer) explanation of how the policies are funded would help respondents.

## Do you have any comments about how the Local Transport Plan 4 should be put into action?

The majority of the comments received in this section were classified as neutral which may be because respondents were not asked to comment on any specific policies or issues. A small number of responses were positive, these were either good ideas or those from people who agreed with the policy document as a whole.

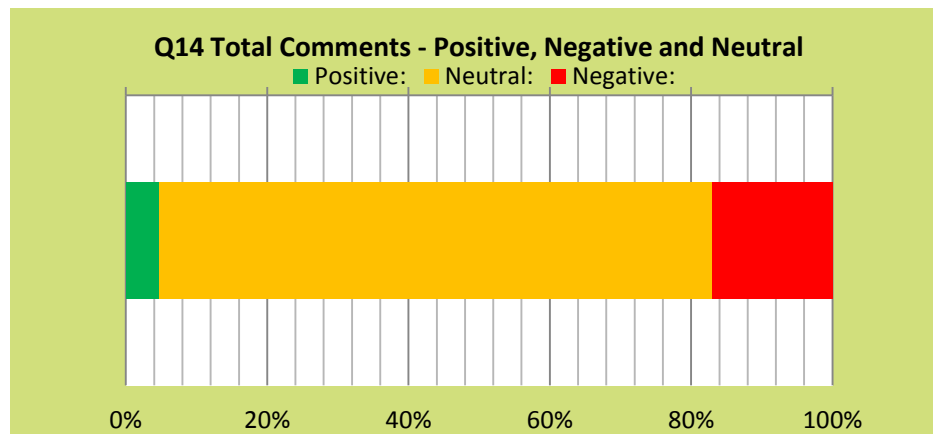


Figure 16 – Question 14 Positive Negative and Neutral split

The top two categories that comments were allocated into were Communications and Processes and Unallocated. The majority of the comments were neutral and only a very few of the unallocated were negative.

Many comments focused on communication, talking to local people or parishes either through consultations, surveys, social media or, in the minority, face to face meetings.

*“Only as mentioned before, listening carefully to residents’ views as to what will make the most difference then comparing that information against the available resources to come up with a realistic and detailed plan.”*

*“Frequent and meaningful consultations with Parish Councils, Community Impact Bucks, community bus providers, multi-agencies (e.g. social services)”*

*“Much more face to face consultation with residents & Parish Councils at grass roots level. By the time one has reached this far through the document it is starting to pale.”*

*“Cross department programme with both short and long term milestones with progress reported on council website - simple high level targets / dashboard. Links to local community groups with quarterly / half yearly local meeting?”*

In addition, some comments refer to communicating more with stakeholders. There was an interesting response from a public transport provider who suggested meetings with public transport providers. Other residents also commented that we need to use local businesses and look at neighbouring authorities for ideas.

*“I think there need to be quarterly meetings with public transport providers...”*

*“Buckinghamshire CC needs to be much bolder and try to lead as Oxfordshire have done successfully in recent years...”*

*“As you are doing, it requires partnerships with other bodies. Keep up the great work!!”*

*“I would like to improve Great Missenden by getting commuters to share taxis and leave their car at home”*

*“LTP should be presented to the various partnership boards chaired by BCC staff. The partnership boards include PSD, Autism, Learning disability, OP, Transitions, CYP, carers etc. may then provide comments from members. These Boards would have access to other groups who would be capable of providing input.”*

## What do you think are the biggest challenges in putting the Local Transport Plan 4 into action?

The majority of the responses were again in the neutral category. There were no positive responses to this question because the question was only asking the public to list problems.

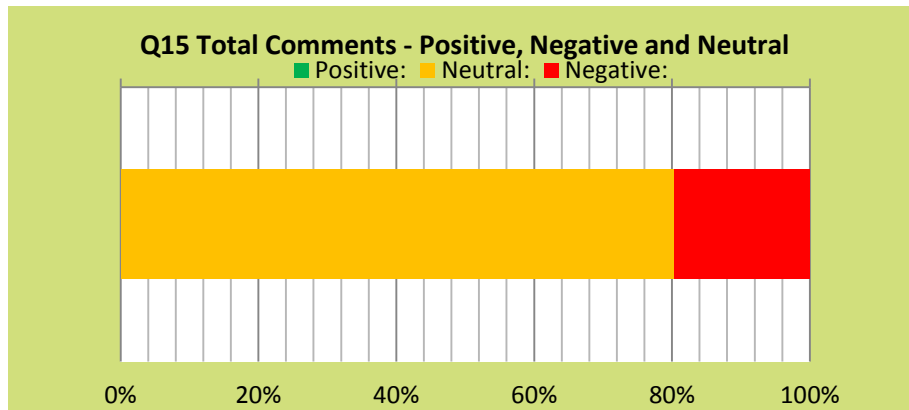


Figure 17– Question 15 Positive Negative and Neutral split

The majority of comments in this section were allocated to the Economy category and were mostly one word answers. However there were some comments that raised concerns about the way BCC delivers its services in Communications and Processes.

*“Being honest about what can realistically achieved. Improve internal coordination within BCC & TfB.”*

*“Lack of joined up thinking between TfB & utility companies. Lack of local knowledge. What works in the north of the county will not necessarily work in the south...”*

*“Having council employees that really listen...”*

Some responses recognised that individuals also have a role to play in putting the plan into action.

*“... NIMBYism”*

*“... people get into habits & so the biggest challenge ... is changing their habituated patterns of behaviour. What seems new or strange today can be "normal" & "commonplace" tomorrow.”*

*“... everybody in Bucks thinking that "their" issue is the most important.”*

*“Lack of public interest and vested interest”*

*“Funding of schemes and making the vision a reality”*

*“Budget cuts in times of austerity threaten even the sparest and best thought plans.”*



In all, the majority of comments stated that funding or resources were the biggest challenge to the implementation of LTP4, followed by management and then the general public.

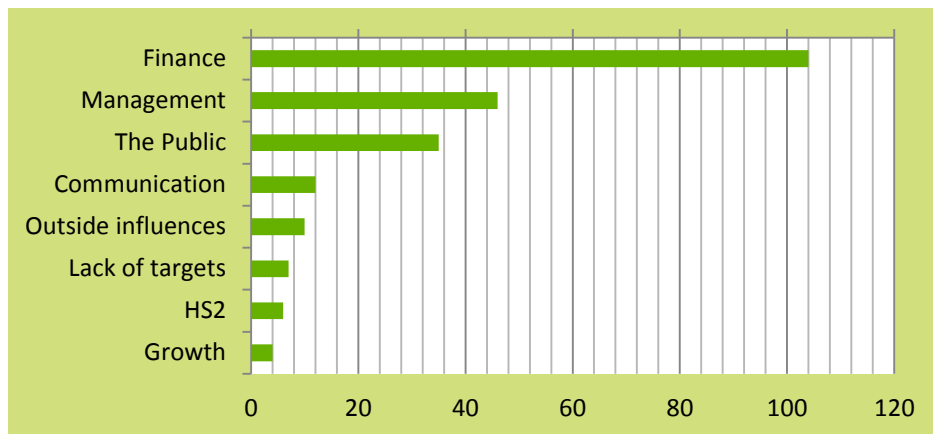


Figure 18 – Top challenges facing LTP4 selected by respondents

## Do you have any ideas for how you could help to improve transport in Buckinghamshire?

For this question, again, the majority of comments were classed as neutral, but there was more of an even split between the positive and negative comments. Positive comments tended to be from those who were willing to help or were already engaged with an area or issue, e.g. cycling or walking. The negative comments were mainly in the Roads category and about road maintenance, but also regarding bus services and HS2.

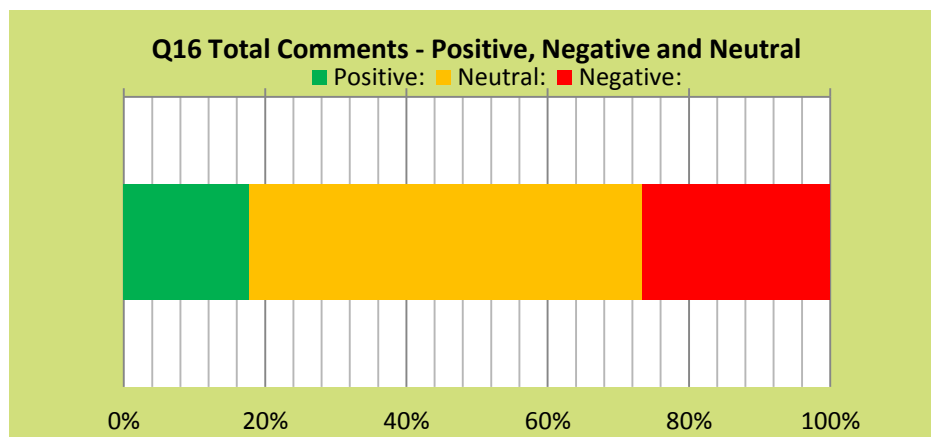


Figure 19 – Question 16 Positive Negative and Neutral split

This category had extremely varied responses covering all the categories and it is, therefore, difficult to find many overarching themes. A lot of respondents did not comment on what they could do but instead provided further feedback on what BCC could do. We have therefore split the analysis into two sections.

Of those that responded to the question with what they could do, many responses refer to driving less or working from home more often. There were some responses from representatives of groups that show there is a willingness to be involved:

*“I’d like to see a shared use scheme for Great Missenden High Street ... I’m interested in doing what I can to make this possible.”*

*“The Aylesbury Group of the Ramblers’ Association holds a monthly footpath workday which involves trimming vegetation around gates, stiles and footbridges, replacing missing or damaged waymark discs and reporting more serious problems (such as fallen trees or paths obstructed by crops) to the Rights of Way Section. This relieves the Rights of Way Officers from minor routine tasks and enables them to concentrate on the more serious problems. Similar work is carried out in the south of the County by the Chiltern Society. The formation and encouragement of similar groups or Parish Councils especially in the north of the County would help spread the load.”*

*“Talk to me about a positive role for motorcycles, I have connections with numerous groups that want to help...We’d love to help!”*

There were also local people who commented that they would be willing to do more in general:

*“I’m interested in helping on local initiatives - I’ve just read about the Beaconsfield cycle group who I will investigate.”*

*"No specific ideas but willing to try"*

*"I try my best.....and with county's help (for which I am very grateful) we have managed to do a few things."*

The other comments were varied and offered further suggestions on things BCC could do to improve transport.

<b>Subject</b>	<b>Quote</b>
20mph speed limits	<p><i>"Lower speed limits to 20mph in built up areas. Then measure the success in terms of smoother traffic flow, less pollution, fewer pedestrian casualties and more cycling."</i></p> <p><i>"Introduce a 20 mph speed limit in towns (as per Brighton)."</i></p>
Walking	<p><i>"Make it MUCH more attractive to walk. Currently it is unsafe and unpleasant so people don't do it."</i></p> <p><i>"More safety for pedestrians, more signs maybe bolder on the roads and more of a consequence for drink driving etc"</i></p>
Innovative solutions	<p><i>"perhaps an app that shows points of interest on walking or cycling routes such as interesting historical aspects or heritage etc?"</i></p> <p><i>"sweeteners eg loyalty schemes to promote reduced car usage &amp; more eg cycling, walking, public transport. perhaps stepped penalties to change behaviour eg poor, irresponsible parking"</i></p> <p><i>"What about the idea of micro hubs to help rural residents away from using their cars? Private land / drives could be leased to provide parking for a few number of cars"</i></p>
Smart Card Ticket system	<p><i>"Pay as you go bus travel cards like oysters. These can also help to track journeys, collect data and see what lines are popular etc"</i></p> <p><i>"Yes, Have an integrated public transport system where ticketing is common across all operators. This would be similar to 'Oyster' in London."</i></p> <p><i>"More integrated bus / rail services and "oyster" type ticketing across Bucks."</i></p>
Traffic Lights	<p><i>"More work on sequencing of traffic lights in our towns particularly Aylesbury, to improve traffic flow..."</i></p> <p><i>"Reduce the number of traffic lights - I spend hours waiting for lights to change and no traffic coming from other directions."</i></p> <p><i>"Remove most of the traffic lights, put back roundabouts &amp; put arrows on all lanes at junctions. 2 lanes going into one is a disaster waiting to happen..."</i></p>

Cycling	<p><i>“Places of work should have funding to put in showers and changing facilities to encourage people to cycle or run to work. Safe lit cycle paths and running routes as an alternative to taking the car to get to work or school.”</i></p> <p><i>“Removing the need for more cars being used for short journey (&lt;4 miles) is a must, this can be carried out through the introduction of more safe cycle routes &amp; cycle lanes along with "safe" parking for cyclists to lock up their bikes in towns. But this will depend on education too, so a greater use of cycle training at schools for children &amp; young people while using Bikeability training for adults to ensure that they are not only safe to cycle but are shown that the "perceived" risks are not only manageable but are perceived.”</i></p> <p><i>“Improve cycle training in schools ... Make sure cycle routes connect - open up suitable footpaths to shared use by cyclists to increase network of routes”</i></p> <p><i>“Make cycle routes direct and not so they keep crossing the major roads as this is risky especially for young riders, school children etc”</i></p> <p><i>“Cycling more to reduce congestion and pollution - but we need more dedicated cycling routes in the south of Bucks”</i></p> <p><i>“Ensure that public transport and cycle networks improve when new housing is built. For instance, cycle paths to stations, more train carriages, and increased cycle parking at stations. Otherwise the traffic will just keep increasing. Driver education about how it feels to be a pedestrian or cyclist on narrow pavements and roads- very important.”</i></p>
School Transport	<p><i>“Get parents to share taking children to school ...”</i></p> <p><i>“Make sure that all children who go to State schools get to school by minibus with drivers that have been CRB checked and that parents don't have to make even more sacrifices or ask strangers to give their children lifts to/from schools”</i></p> <p><i>“Introduce school bus schemes to avoid the need for parents to drive their children to school during rush hour periods, and maximise the utilisation of bus infrastructure.”</i></p> <p><i>“Yes stop busing children everywhere. Provide upper schools for the local community and get rid of the grammars”</i></p>
Public Transport	<p><i>“Encourage more people to use public transport, reducing car use and making journeys more efficient.”</i></p> <p><i>“More main bus routes in the rural communities connecting villages to main towns. The rural villages are forgotten”</i></p> <p><i>“making easier connections/links with trams or trains within and around High Wycombe to Milton Keynes Reading, Oxford and surrounding towns”</i></p>

Partnership Working	<p><i>“Appealing to larger companies to invest in local jobs to decrease the amount of traffic movements within the county”</i></p> <p><i>“Consult with the professional bodies such as Chartered Institute of Logistics &amp; Transport (CILT, RHA, CILT Public Policies Committee, Freight Forwarders, Rail Organisations, Institute of Advanced Motorists.”</i></p> <p><i>“Identifying key groups within the local community that have specific regular needs and matching them with specific local providers who may be able to offer solutions.”</i></p>
Roads	<p><i>“...repair what we have before it deteriorates permanently beyond repair.”</i></p> <p><i>“Quality of repairs - too much short term make do. Put one or more people on the road ( motorbikes?) to systematically tour the area and map repairs needed - would allow a complete strategic approach based on priorities, costed, planned etc”</i></p> <p><i>“Traffic is recognised as the major disruptive influence on the environment &amp; residents of the villages in Bucks. It is essential that traffic is directed away from these village centres &amp; if necessary, weight restrictions should be applied.”</i></p>

# **Section 5: District Council and Local Enterprise Partnership responses**

As part of the consultation we invited each of the District Councils and the Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) to provide their views. We are pleased that Aylesbury Vale, Chiltern, Wycombe and South Bucks districts all responded, as did BTVLEP.

The responses from these organisations included a lot of helpful and detailed comments, which it would not be possible to analyse in the same way as more typical survey responses. Instead they were analysed separately and improvements to the Plan made where appropriate. We will work with the respondents to explain our response to their comments in more detail. However, the paragraphs below provide a summary of the key issues they raised and our response to them.

The responses offered a range of constructive comments on ways we could improve the LTP4. The key themes identified were: the impact of growth on the County, the importance of working together in making our plans and concerns over the level of detail provided by this high level plan.

We will continue to work closely with the Districts and BTVLEP over the lifespan of this document to understand transport issues across the County, especially given the major projected growth in Buckinghamshire. A number of amendments to the Plan are proposed to emphasise this. A number of refinements are also proposed to make it clearer how more detailed plans will be developed, to support the LTP and explore the impact of possible future growth.

# Section 6: TalkBack Response



BCC received a very insightful response (pictured below) from Talkback, which works with people with a learning disability. Their response raised a range of issues including:

*“...only one space for a buggy or wheelchair/walker in the front... feelings of guilt when a mum had to give up wheelchair space for me”*

*“Some drivers are hard to understand and they don't listen to me”*

*“Do the drivers have disability awareness training and communication training?”*

*“I would like to do travel training, I would like to go on the bus but I can't and don't know where to go”.*

*“Only Carousel let you use your bus pass at 9am. Affects students arriving on time”*

*“Why can't Bus Pass be used to travel to MK”*

*“Could temporary passes be applied for so people can extend their travel options”*

We have proposed changes to the LTP4 to refer to the kinds of issues Talkback identified. This includes changes to the objectives of the plan and some of the most relevant policies.

Due to the very high level nature of LTP4, some of Talkback's responses are too detailed to include in LTP4 itself. This more detailed information will be used to help us produce the more detailed documents that will be developed to support LTP4. The full Talkback response,



and other relevant responses including that from Autism Bucks, will be shared with the team undertaking the review of all Council supported transport services. This will include both Public Transport and Client Transport (for school and social care). It will also look at community transport schemes and consider how we can best meet people's needs.

The **Intelligent mobility and new technology** policy includes the oneTRANSPORT project, which aims to improve the experience of traveling by providing better transport information. Rural transport, transport for elderly people and transport for disabled people are three of the areas where this is expected to be particularly helpful.

# **Section 7: Recommended Changes to LTP4**

Policy	What You Said	What We'll Do
Aims + Objectives	The objectives are too general and their role is not clear.	Produce a diagram setting out how the policies meet our objectives. Explain the role of the objectives more clearly. Highlight other policies planned to provide more specific detail.
Aims + Objectives	We should emphasise the potential of more sustainable modes more clearly.	Change the wording of Objective 3.
Aims + Objectives	The objectives should protect Buckinghamshire's special environment.	Change the wording of Objective 3. Continue the Strategic Environmental Assessment.
Aims + Objectives	Parking needs to be improved.	BCC recognises this and has developed Countywide Parking Guidance in close consultation with the district councils.
Aims + Objectives	The plan needs to consider the needs of people with disabilities.	We will make sure that this issue is clearer in the objectives and referenced appropriately in key policies.
Big Picture Policy 1	Improving existing services through the use of technology.	Continue to support efficient online and technological solutions. Also considering how they can work better for everybody.
Big Picture Policy 1	Listen to local experts and work with businesses to plan growth better.	Continue to seek their input as we develop the more detailed policies that will support LTP4.
Big Picture Policy 1	Use social media and other new technologies to communicate.	The LTP4 consultation has shown the potential of these methods. We will build on this experience in future consultation (see above).  The Council is also working with its partners to further improve the way we collect and share information about Buckinghamshire's roads.
Big Picture Policy 1	Improve high-speed broadband.	Continue to deliver on plans to roll out fibre optic broadband to 90% of Bucks by March 2016. With BT, Hertfordshire and BTVLEP.
Big Picture Policy 2	Important specific routes aren't identified in the map included in Policy 2.	Improve the map and make the corridors and issues shown on the map easier to link to the issues we experience in the real world.
Big Picture Policy 2	Direct links between Aylesbury and Oxford.	Pass on data to the 'Improvement Plan' and 'Pilot studies' described in Policy 16. Engage in Highways England's work on a possible Oxford – Cambridge Expressway.
Big Picture Policy 2	Improve links to Luton and Heathrow airports.	We will continue to work with partners to improve these links, as set out in the 'Putting the plan into practice' section.
Big Picture Policy 2	Improve traffic flow in High Wycombe.	Detailed Area Strategy documents for specific growth areas will be developed to support LTP4.

Policy	What You Said	What We'll Do
Big Picture Policy 3	Consider the cumulative impacts of nearby developments.	Produce a dedicated Development Management Policy and more detailed strategies for specific growth areas to help us respond to applications for development in a more coordinated way.
Big Picture Policy 3	Infrastructure improvements should precede development.	Continue our work to ensure transport measures are provided at the right time.
Big Picture Policy 3	LTP4 needs to work with local plans.	BCC is working with all of Buckinghamshire's district councils and will develop more detailed strategies for specific growth areas.
Big Picture Policy 3	Engage with local communities affected by developments and improve disabled access.	This feedback will inform a dedicated Development Management Policy.
Big Picture Policy 3	Improve disabled access within Developments.	This feedback will inform a dedicated Development Management Policy.
Big Picture Policy 3	Make use of all possible funding options.	BCC considers all ways of making the transport improvements Buckinghamshire needs. The 'putting the plan into action' section explains the options we consider.
Big Picture Policy 3	Explain how parking will work in new developments.	Ensure BCC's new Countywide Parking Guidance is referred to in the forthcoming Development Management Policy.
Big Picture Policy 3	Smaller parishes may be affected by large scale development and growth. Connectivity in rural areas needs to be considered accordingly within the plan.	Continue working with key partners to improve connectivity on all of Buckinghamshire's roads.
Maintaining our roads	Provide more detail on timescales for maintenance.	It would have been difficult to include this information given the long timeframe of the plan. However, we will provide links which give up to date information about maintenance in the Policy 8 pages of LTP4.
Total transport	<ul style="list-style-type: none"> <li>Support for the bus network to be improved to ensure that it is fit for purpose.</li> <li>Integrated ticketing system across all bus companies would make it easier and cheaper to travel by bus across the county.</li> <li>Public transport information and promotion should consider non-digital options</li> </ul>	Feed all comments on the Total Transport policy to the team undertaking the review of all Council supported transport services. This will include both Public Transport and Client Transport (for school and social care). It will also look at community transport schemes and consider how we can best meet people's needs. We will ensure that the Review is referred to clearly in LTP4.
Total Transport	Produce a Bus Strategy	The review of all Council supported transport services (described in the row above) will assess the requirement for further guidance or strategy on this subject.
Maximising the rail network	Improve services on the Chiltern line and improved service on the WCML at Cheddington	LTP4 supports improved rail services, as set out in Policy 4. The more detailed documents that will be developed to support LTP4 and our ongoing work with train operators will help us to address key issues like those identified.

Policy	What You Said	What We'll Do
Maximising the rail network	Crossrail should be covered in more detail.	As Crossrail is now being constructed its place in a long term policy is primarily as part of the context the plan addresses. It is included in the 'How is Buckinghamshire changing' section and more detail can be found at <a href="http://www.crossrail.co.uk/">http://www.crossrail.co.uk/</a> . As noted above we are working with partners to make sure Crossrail (and other projects in the area) work for Buckinghamshire.
Reliable road travel	No reference to Punctuality Improvement Partnerships	Add a bullet point to page 31 to highlight this work.
Reliable road travel	More detailed action plans and objectives requested.	There will be opportunities to set out more specific objectives and actions within the transport strategies for specific areas. This point will be made more clearly in LTP4.
Parking	Concern about the cost of parking in town centres (Aylesbury in particular).	Pass this information to district councils who manage most off street car parking. However, it is important to note that there are a number of relatively complicated factors that have to be considered in setting parking charges. Lower charges can allow people to stay in our towns for longer, but may reduce turnover of spaces, so fewer people can visit a town. This can actually reduce spending in local businesses.
Encouraging cycling	Key cycle routes must be well lit and feel safe	Emphasise this part of cyclists' safety in the 'Improving safety for cyclists' section.
Disability	LTP4 should have a specific policy to improve transport for people with disabilities.	Consideration of disability should flow through the whole plan. We will ensure this is clearer in key sections such as the objectives, parking, Total Transport and walking.
Modes of transport	Taxis and private hire vehicles are not included.	Taxis have been incorporated in Policy 14: 'Car clubs, car sharing and taxis'.
Funding	There isn't enough financial detail in the plan	It is very difficult to include budgetary and other financial information as government funding can vary hugely, developments aren't clear, and broader economic changes shift costs and feasibility hugely. Section 4 explains how we will approach these issues.
Putting the plan into action	People wanted to ensure their local expertise was listened too.	Understanding what people think about transport issues is vital to developing the right plans. Engaging the public effectively has been at the heart of making LTP4 work. The development of the more detailed policies to support LTP4 will build on the work we have done through these consultations to engage people. This will be emphasised in Section 4.

Policy / Question	What You Said	What We'll Do
Putting the plan into action	It is difficult to understand what is happening when we are planning and/or undertaking works on the highway.	The Council is working to improve the information it can provide on planned and current works. Improved information will be made available on our website.
Development Management and Road safety	Consider 20mph speed limits in built up areas	The more detailed documents that will be developed to support LTP4 will consider detailed area specific options such as this. It is not possible to include them in an overarching high level document like LTP4.
Intelligent mobility and new technology	Implement smart cards across all public transport, like the Oyster card in London	We will work with partners to make public transport more attractive, smarter ticketing has been added to the ways we could do this in the Plan.
Maintaining our roads and other transport assets	Reduce the numbers of traffic lights	It is important that the right type of junction is chosen for a location and its traffic. There are some cases where traffic lights are the most appropriate way to manage a junction: particularly where flows from different directions are imbalanced or there is limited space. Equally there are cases when other junctions are better suited. BCC will always support the most appropriate highways improvements for the situation.
Total Transport: the bus network Bucks needs	Hold quarterly meetings with local operators	We do not hold general "all operator" meetings with bus companies in the way mentioned. Instead we meet with operators separately over route / contract issues; and we hold regular joint meetings with operators on particular issues, such as Wycombe Bus Station and roadworks co-ordination meetings.
Total Transport: the bus network Bucks needs	Consider innovative and smaller local public transport schemes: such as micro park and ride sites, or loyalty schemes.	This is an interesting option but is more detailed than it is possible to incorporate in this high level document. It will be passed on to the team undertaking the review of all Council supported transport services (described above).
Intelligent mobility and new technology	Develop an app for walkers / cyclists to show interesting historical or environmental sites	This is an interesting idea but this is in more detail than it is possible to incorporate in this high level document. We will pass the idea to the team investigating how we should use the data we hold on historical and environmental records.
Access to Education	Support car sharing for school transport	BCC does not have a formal car share scheme for home to school transport, as there are issues with safeguarding and the insurance of such a scheme. However, we do encourage schools to promote car sharing and facilitate the process with a car share week or event. This can introduce families from the same area who may not know each other.

## **Acknowledgments**

We would like to thank all those that took part in the consultation. It is only with the invaluable help of communities, businesses and other organisations that we can ensure the Local Transport Plan 4 will be fit for purpose. We would especially like to thank those who promoted the consultation and helped us to reach so many people.





# BUCKINGHAMSHIRE LOCAL TRANSPORT PLAN

STRATEGIC ENVIRONMENTAL  
ASSESSMENT

ENVIRONMENTAL REPORT

FINAL

MARCH 2016

# BUCKINGHAMSHIRE LOCAL TRANSPORT PLAN STRATEGIC ENVIRONMENTAL ASSESSMENT

**Buckinghamshire County Council**

## **Environmental Report**

Project no: 62103314

Date: March 2016

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## LIST OF ABBREVIATIONS

ALC	agricultural land classification
AONB	area of outstanding natural beauty
AQMA	air quality management area
DCO	development consent order
DECC	Department for Energy and Climate Change
DfT	Department for Transport
EA	Environment Agency
EIA	environmental impact assessment
EU	European Union
EWR	East West Rail
GHG	greenhouse gas
HGV	heavy goods vehicle
HIA	health impact assessment
HRA	Habitats Regulations assessment
KSI	killed or seriously injured
LBAP	local biodiversity action plan
LNR	local nature reserve
LTP	local transport plan
LWS	local wildlife site
NE	Natural England
NEWP	Natural Environment White Paper
NHS	National Health Service
NNR	national nature reserve
NPPF	National Planning Policy Framework
NVQ	national vocational qualification
ODPM	Office of the Deputy Prime Minister
pSPA	possible special protection area
SA	sustainability assessment
SAC	special area of conservation
SEA	strategic environmental assessment
SHLAA	strategic housing land availability assessment
SPA	special protection area
SRN	strategic roads network
SSSI	site of special scientific interest
SuDS	sustainable urban drainage systems
WFD	Water Framework Directive
WHO	World Health Organization



# NON TECHNICAL SUMMARY

## INTRODUCTION

Local transport authorities are required to produce a local transport plan (LTP), which sets out long-term transport strategy. Strategic environmental assessment (SEA) is a process of undertaking an environmental assessment of plans and programmes. As well as being a legal requirement for LTPs, SEA is also an integral part of developing LTPs helping to ensure that environmental issues are taken into account in the development of the plan.

This document (including this non-technical summary) constitutes an Environmental Report of the Strategic Environmental Assessment (SEA) of the Buckinghamshire Local Transport Plan (LTP4). The LTP4 sets out the long-term transport strategy for Buckinghamshire from 2016 to 2036.

## SEA METHODOLOGY

Buckinghamshire County Council is required by law to carry out a SEA of the emerging LTP. The requirements for SEA are set out in the *Environmental Assessment of Plans and Programmes Regulations 2004* (known as the SEA Regulations). The purpose of SEA is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans. It should be viewed as an integral part of good plan making, involving on-going iterations to identify and report on the potential social, economic and environmental effects of the plan and the extent to which sustainable development is expected to be achieved. The key stages of the SEA process are the following:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on scope
- Stage B: Developing and refining alternatives and assessing their effects
- Stage C: Preparing the Environmental Report
- Stage D: Consultation on the draft LTP4 and the draft Environmental Report
- Stage E: Monitoring the significant effects of implementing the LTP4

## ENVIRONMENTAL BASELINE

**Air quality and climate** - There are four air quality management areas (AQMA) in Buckinghamshire (Wycombe AQMA, South Bucks AQMA, Aylesbury Vale AQMA and Chiltern AQMA). AQMAs are areas defined by local authorities where air pollution levels exceed national air quality objectives and further measures are required. Three of these areas were designated due to exceedences in NO<sub>2</sub>, caused by road traffic and induced the creation of an air quality action plan (AQAP) in 2010, which takes an integrated approach to improving air quality. Regarding climate change mitigation, Buckinghamshire has had lower CO<sub>2</sub> emissions per person than both the regional and national averages, with the total level of CO<sub>2</sub> emissions per person decreasing at a similar rate as regionally and nationally. Flooding is not a significant problem in many parts of Buckinghamshire, although it does occur in some areas. The main area at risk from flooding is adjacent to the River Thames, south of Marlow.

**Biodiversity and water** - Approximately 4% of Buckinghamshire is designated as national or international habitat. These sites are designated as a special area of conservation (SAC), a national nature reserve (NNR), or a site of special scientific interest (SSSI). In addition, there are numerous locally designated sites and areas of ancient woodland. There are also 26 local geological sites in Buckinghamshire. The county contains numerous threatened habitats which are present and play home to European Protected Species including bats, dormice, great crested newts as well as protected wild plants. Also, numerous nationally protected species are present within the county, including rare and declining species of mammals, birds, reptiles, amphibians, fish, plants, mosses, lichens and liverworts. Part of the Government's proposed High Speed Two

(HS2) railway would run through the county. If the HS2 railway is constructed, it could alter the future biodiversity in Buckinghamshire. East West Rail, currently under construction, may also have impacts on county biodiversity. Regarding water, a total of 1,600 km of watercourses exist in Buckinghamshire. There are four distinct river catchments within the county; the River Colne, River Thames, River Wye and Upper River Great Ouse. There are also other waterbodies of note, including the Grand Union Canal and several reservoirs. Groundwater quality varies across the county but compared to the national figures, Buckinghamshire achieves a slightly higher percentage of waterbodies classified as being of good status and fewer which are 'poor' or 'bad'.

**Landscape and heritage** - Buckinghamshire is known for its diverse and high quality landscape with half of the county lying in the nationally designated Chilterns area of natural outstanding beauty AONB. Moreover, approximately 50,000 ha of land in the county is designated as Metropolitan Green Belt. The County has many historic towns and villages which contribute to the county's heritage. It has a wealth of heritage sites, which include 5,836 listed buildings, 146 scheduled monuments, 36 historic registered parks and gardens (RPG).

**Health and well-being** - Buckinghamshire has healthier residents than that of the national average and life expectancy is higher. It generally has a good public transport network although lack of public transport availability was detected in Wycombe district, south-west of High Wycombe, near the Oxfordshire border. Buckinghamshire has a relatively low accident rate in relation to the amount of vehicle miles compared to regional and national averages and the reported accident rate is decreasing.

**Population and communities** - Buckinghamshire covers an area of around 156,000 ha and has a population of approximately 505,000 (2013 mid-year estimates). It has a higher than average level of full-time employment and relatively well qualified population. Overall, the more densely populated southern half of the county experiences higher levels of deprivation than other parts of the county. The population of Buckinghamshire is projected to grow to 546,933 by 2021 and 582,760 by 2031. This growth will ultimately result in both housing and employment growth, which along with associated infrastructure will need to be factored into predictions for transport demand. This growth will also result in a likely increase in traffic and demand for transport services.

## ENVIRONMENTAL ASSESSMENT

### ASSESSMENT OF STRATEGIC ALTERNATIVES

At a strategic level, two options were considered: retention of the existing LTP3 policies or the development of a new LTP with new policies.

BCC consider that the retention of the existing LTP3 policies is unlikely to continue to reflect Buckinghamshire's needs into the future since it would not take account of recent changes in transport investments and the way they are delivered. In environmental terms, there is likely to be little difference between the two strategic options considered. However, retaining the existing LTP3 policies would mean that local environmental issues (which are likely to differ across the county) may not be addressed as fully as they could be. The development of new policies would allow more specific circumstances across different parts of the county to be considered; potentially leading to better environmental outcomes compared to if the existing LTP3 policies were retained. Similarly, existing policies developed in 2009-2010 may not sufficiently take into account new technology, such as electric and hybrid vehicles. Again, the development of new policies would allow stronger policy provision for the uptake of new transport technologies to be made which, in general terms, could lead to an environmental benefit.

## ASSESSMENT OF LTP4 POLICIES

**Air quality and climate** – Several policies aim to improve the cycling and walking network which could improve air quality, particularly if applied in areas already designated as AQMAs. Together with the promotion of innovative mobility plans and the development of lower emission vehicles, this could have a significant positive effect on air quality. However, the improvement in road reliability, capacity and connectivity could also generate an increased number of road users and businesses, which may induce negative air quality impacts. Similarly, the promotion of walking and cycling and the potential reduction of transport related emissions could have a significant positive effect in terms of climate change mitigation. Improvement of green infrastructure (e.g. greenways) and routine maintenance measures such as gully emptying also have the potential to assist climate change mitigation and to lower the risk of flooding incidents.

**Biodiversity and water** – No significant effects are expected on biodiversity. Ecology might benefit from a potential reduction in transport related emissions promoted by most policies. No effects are expected on water resources.

**Land and soil, landscape and heritage** – Policy 19 focuses on appropriate parking. The extent of new parking will have to be managed as to not increase traffic and congestion within the county and should be located away from any protected areas. There may be however a slight negative effect on land and soil if new parking areas need to be constructed. Similarly, it is expected that the creation of a new East West Rail station at Steeple Claydon (Policy 5) would necessitate some land take, therefore having a slight negative effect on land resources. The new station has also the potential to induce a negative effect on landscape, although this could be mitigated in further design stages. Regarding historic heritage, the increased connectivity promoted by the policies could have a positive effect on accessibility to historic assets.

**Health and well-being** – Several policies focus on efficient transport and aim to improve access to services and social activities, which has the potential to result in a significant positive effect on health and well-being and would reduce pressure on healthcare services. Similarly, the promotion of walking and cycling could have a positive effect on health through an increase of physical activity. Appropriate local road network maintenance and the delivery of road safety education can decrease accident rates and have a significant positive effect on safety for both motorised and non-motorised road users (such as cyclists and pedestrians).

**Population and communities** – Most policies focus on addressing the needs of a growing population and improving accessibility of services, facilities and amenities as well as countryside. This is expected to have a positive effect on the quality of life of Buckinghamshire's residents. Moreover, the promotion of a reliable rail transport networks would have a positive effect on population and communities by improving connectivity for Buckinghamshire's residents and providing additional employment opportunities. In particular, the creation of a new station for East West Rail in Steeple Claydon will provide a sustainable mode of transport for future Calvert Infrastructure Maintenance Depot employees and Steeple Claydon's residents. The general focus on new motoring innovation could also have a significant positive effect on population and communities by increasing the economic competitiveness and employment opportunities within the county.

## ASSESSMENT OF CUMULATIVE EFFECTS

An assessment of the potential cumulative effects on Buckinghamshire's Local Transport Plan 4 with the local transport plans of neighbouring authorities was completed, looking at the potential impacts at a strategic level. The neighbouring authorities examined for cumulative effects were Northamptonshire, Milton Keynes, Central Bedfordshire, Hertfordshire, Oxfordshire, Wokingham, Windsor and Maidenhead, Slough and Greater London.

Improvements to road networks have the potential to result in adverse cumulative effects and improvements to public transport networks have the potential for positive cumulative effects, particularly where accessibility is improved.

The cumulative effects of the LTP4 policies with various schemes under construction or being considered in and around the county were also assessed. This assessment found that, combined with the proposed LTP4 policies, a number of the schemes would make a positive contribution to improving connectivity within and beyond the county.

## MITIGATION

There is some potential for adverse effects resulting from LTP4. For this reason, a set of 28 precautionary mitigation measures are proposed. These are set out in Section 5.5 of the report.

## MONITORING

A programme of monitoring is proposed so that unforeseen significant effects of implementation can be identified and remedial action taken. The purpose of the monitoring is to provide an important measure of the environmental outcome of the final LTP, and to measure the performance of the plan against environmental objectives and targets. A set of proposed monitoring indicators is set out in Chapter 6 of the report.

# 1 INTRODUCTION

## 1.1 BACKGROUND TO THE LOCAL TRANSPORT PLAN 4

1.1.1 The Transport Act 2000 places a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP). The Act 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 and Implementation Plans 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.

1.1.2 In 2011 Buckinghamshire County Council adopted the LTP3 which runs through to 2016. A new LTP has been developed to replace the LTP3. The current LTP4 now sets out the long term transport strategy from 2016 up to 2036. The vision for this LTP is stated as:

*“Make Buckinghamshire a great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country.”*

1.1.3 Further details on the consultation for LTP4, including the proposed policies and implementation plan are provided in Chapter 2 of this report.

## 1.2 STRATEGIC ENVIRONMENTAL ASSESSMENT

1.2.1 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with European Council Directive 2001/42/EC.<sup>1</sup> The SEA Directive is enacted in England through the “Environmental Assessment of Plans and Programmes Regulations” (SI 2004/1633, known as the SEA Regulations).<sup>2</sup>

1.2.2 These Regulations place an obligation on local authorities to undertake SEA for certain plans and programmes, including the policies and implementation of all Local Transport Plans. Local transport authorities should ensure that the SEA is an integral part of developing, and later delivering, their Local Transport Plan.

1.2.3 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)*

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1. Directive 2001/42/EC [online] available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32001L0042> (Accessed December 2015).

2. SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] available at: [http://www.legislation.gov.uk/ukSI/2004/1633/pdfs/ukSI\\_20041633\\_en.pdf](http://www.legislation.gov.uk/ukSI/2004/1633/pdfs/ukSI_20041633_en.pdf) (Accessed December 2015).

- 1.2.4 The main requirements introduced by the SEA Regulations are that:
- consultation with statutory bodies is undertaken on the scope of the SEA;
  - the findings of the SEA are published in an Environmental Report, which sets out the significant effects of the plan, in this case the LTP;
  - consultation is undertaken on the plan and the Environmental Report;
  - 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.
- 1.2.5 SEA extends the evaluation to the broader policy and strategy 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.
- 1.2.6 Further details on the SEA methodology used are provided in Chapter 3 of this report.

# 2 BUCKINGHAMSHIRE LOCAL TRANSPORT PLAN

## 2.1 INTRODUCTION

2.1.1 The LTP4 sets out a long term transport strategy for Buckinghamshire from 2016 up to 2036, and has been designed to help realise the transport elements of the Buckinghamshire County Council's Strategic Plan.<sup>3</sup>

2.1.2 Transport has a major role to play in facilitating the delivery of the plans for sustainable growth in the county including 50,000 new homes, new Government Enterprise Zones such as Aylesbury Vale and major transport developments in and around the county.<sup>4</sup>

2.1.3 The LTP aims to maintain and enhance Buckinghamshire's environment and to help its people and businesses thrive and grow towards a strong and highly productive economy.

2.1.4 The LTP4 has the following four key objectives:

1. *Connected Buckinghamshire*

Provide a well-connected, efficient and reliable transport network which links to key national and international designations helping Buckinghamshire's residents and economy to flourish while capitalising on external investment opportunities.

2. *Growing Buckinghamshire*

To secure good road, public transport, cycle and walking infrastructure and service provision, working in partnership with local businesses and the community through a range of initiatives and taking advantage of new and emerging technologies to meet the (current and future) needs of our residents as Buckinghamshire grows.

3. *Healthy, safe and sustainable Buckinghamshire*

Allow residents to improve their quality of life and health, by promoting smarter travel choices and access to opportunities that improve health. Ensure transport systems are safe and allow people to make the most of Buckinghamshire's special environment.

4. *Empowered Buckinghamshire*

Allow people to access the educational, work and social opportunities they need to grow. Increase opportunities for residents to support themselves and their communities by enabling local transport solutions.

## 2.2 LOCAL TRANSPORT PLAN

2.2.1 Collectively, the proposed LTP4 policies set the strategic framework for achieving the LTP4 objectives and prioritising transport funding and interventions in the county from 2016 up to 2036.

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3. Buckinghamshire County Council (2014) Strategic Plan 2014-18 [online] available at: <http://www.buckscc.gov.uk/media/1816752/Strategic-Plan-Word-Document-2014-18-FINAL.pdf> (Accessed December 2015).

4. Housing and Economic Development Needs Assessment [online] available at: <http://www.wycombe.gov.uk/Core/DownloadDoc.aspx?documentID=9010> (Accessed January 2016).

2.2.2 The LTP4 proposes 19 policies:

- Policy 1: Managing demand for our services
- Policy 2: Beyond Buckinghamshire
- Policy 3: Development management
- Policy 4 and Policy 5: Maximising our rail network
- Policy 6: Aviation
- Policy 7: Reliable road travel
- Policy 8: Maintaining our roads and other transport assets
- Policy 9: Freight
- Policy 10: Improving our environment
- Policy 11: Access to education
- Policy 12: Walking
- Policy 13: Encouraging cycling
- Policy 14: Car clubs and car sharing
- Policy 15: Intelligent mobility and new technology
- Policy 16: Total Transport: the bus network Buckinghamshire needs
- Policy 17: Road safety
- Policy 18: Tackling crime
- Policy 19: Parking

## 2.3 OVERVIEW OF BUCKINGHAMSHIRE

2.3.1 Buckinghamshire is a county of approximately 156,500 ha in the South East of England as shown in Figure 2.1.

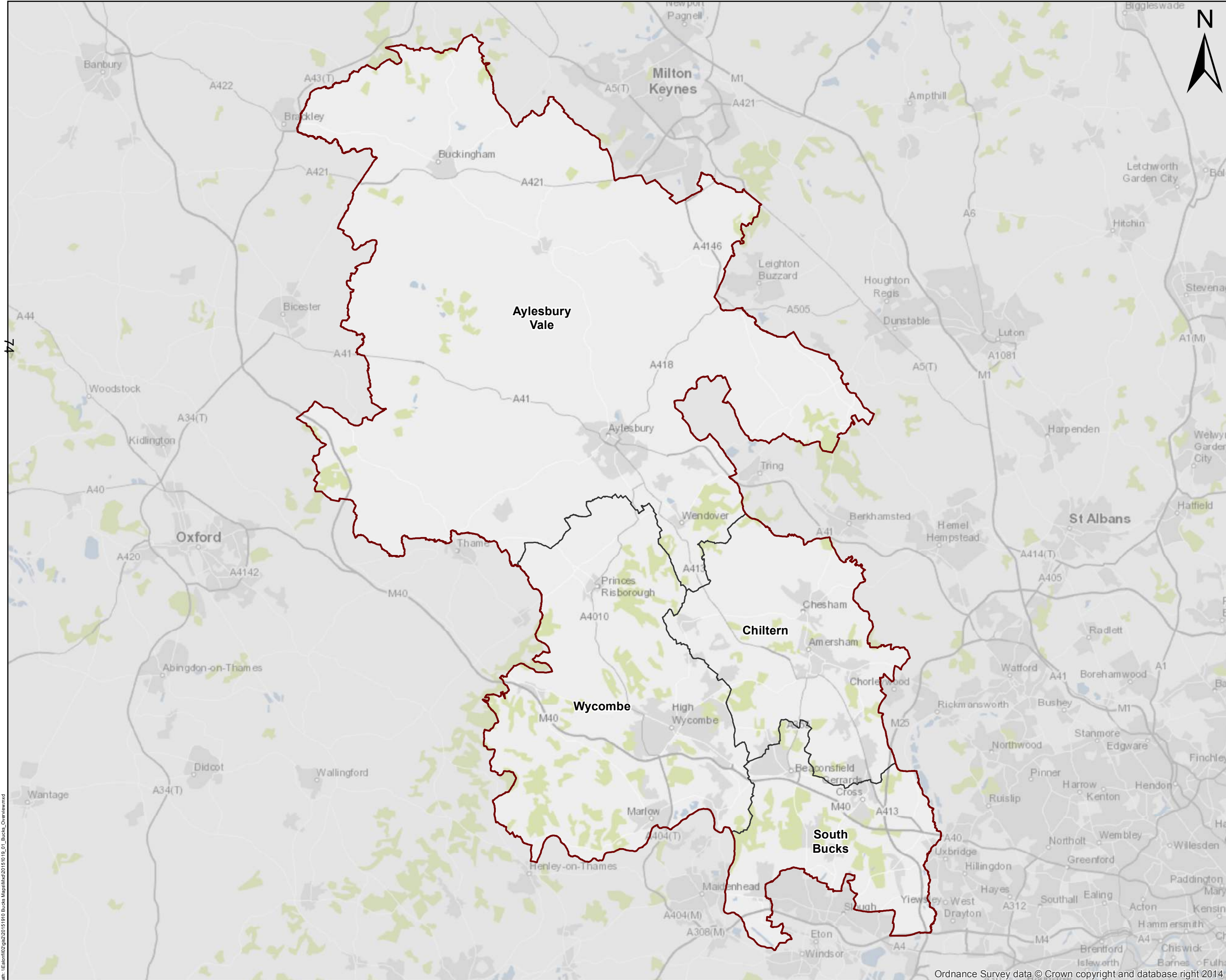
2.3.2 The county borders Oxfordshire (to the west), Northamptonshire (to the north), Milton Keynes (to the north), Bedfordshire (to the north-east), Hertfordshire (to the east), Greater London (to the south-east), Slough (to the south), Windsor and Maidenhead (to the south) and Wokingham (to the south). Buckinghamshire is made up of the four districts of (roughly from south to north) South Bucks, Wycombe, Chiltern and Aylesbury Vale.



- 2.3.3 Around 20% of Buckinghamshire is classified as urban. The county's main towns include Aylesbury, Buckingham, High Wycombe, Marlow, Amersham, Chesham, Beaconsfield and Burnham. The total population of the county is approximately 505,000.<sup>5</sup> Aylesbury Vale District accounts for around 60% of the county by area, but is home to only around 35% of the population, which is concentrated in the main towns of Aylesbury and Buckingham. The remaining 65% of the population lives in the more densely populated southern part of the county and is concentrated in the urban areas of High Wycombe, Amersham, Chesham, Beaconsfield and Gerrards Cross. Populations for each district are: Aylesbury Vale (181,071); Chiltern (93,250); South Bucks (67,941); Wycombe (173,834). The south of Buckinghamshire falls within the London commuter belt, whilst the north of Buckinghamshire is associated with nearby Milton Keynes as well as Oxford and Luton.
- 2.3.4 Topographically, Buckinghamshire is split between the flat Vale of Aylesbury in the north and the Chiltern Hills in the south. The Chiltern Hills ('the Chilterns') form an area of outstanding natural beauty (AONB). The three main watercourses in the county are the River Thames in the very south, the River Great Ouse which passes west-to-east through Buckingham, and the Grand Union Canal which connects into Aylesbury and Wendover, with a disused arm to Buckingham. Other important waterways are the River Wye and the River Colne.

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5. Buckinghamshire County Council (2014) Buckinghamshire's demography, 2013 [online] available at: <http://www.buckscc.gov.uk/media/2385615/Buckinghamshires-demography-2013.pdf> (Accessed December 2015).



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- Notes
- Buckinghamshire boundary
  - District boundaries

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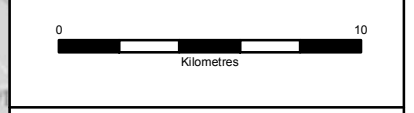
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 2.1: Overview of Buckinghamshire**

Scale at A3: **1:250,000**

Drawn	AD		
Stage 1 check	JL	Stage 2 check	PM
		Originated	PM
		Date	19/10/2015



Drawing Number	<b>20151019_01</b>	Rev	-
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## TRANSPORT NETWORK

- 2.3.5 Generally, Buckinghamshire has very good transport links by road and rail. Figure 2.2 shows the main strategic transport links in the county.

### Highways

- 2.3.6 The M40, which connects London with places such as Oxford and Birmingham, passes through South Bucks, Wycombe and the western edge of Aylesbury Vale. It is linked to Aylesbury by the A418 and A41. The A40 runs alongside the M40 as a dual carriageway, concurrent with the A413. The M1 runs north-south just to the east of the county, connecting in particular to Buckinghamshire via Milton Keynes, Dunstable and the M25 near Hemel Hempstead. The A41 and A413 pass through the heart of Buckinghamshire from the very north of the county to the M25 in the south, which in turn passes through South Bucks and provides a key link to London and beyond.
- 2.3.7 The M4 is also an important east-west trunk road that touches the very south of the county, providing links to the capital and also to Bristol to the west. Key east-west links include the A421 and A422 through Buckingham, the A418 through Aylesbury and A41 between Aylesbury and Bicester, B485 and B4505 through Chesham, A404 through High Wycombe and Amersham, and of course the M4, M40 and M25. The A4010 is an important north-south road in the county, running from High Wycombe at junction 4 of the M40 motorway to Stoke Mandeville, near Aylesbury on the A413.
- 2.3.8 Several A roads, including the A41, A413 and the A418, tend to be frequently congested, although measures are being undertaken through the Local Transport Plan for Buckinghamshire to alleviate these problems. Certain country lanes within the Chilterns Area of Outstanding Natural Beauty (AONB) are over-used and often congested. The number and timing of minerals and waste vehicles using particular routes can therefore contribute to an increase or reduction in congestion. However, it should be noted that the current numbers of such vehicle movements are normally relatively low, so their impact on traffic congestion is unlikely to be high.

### Railways

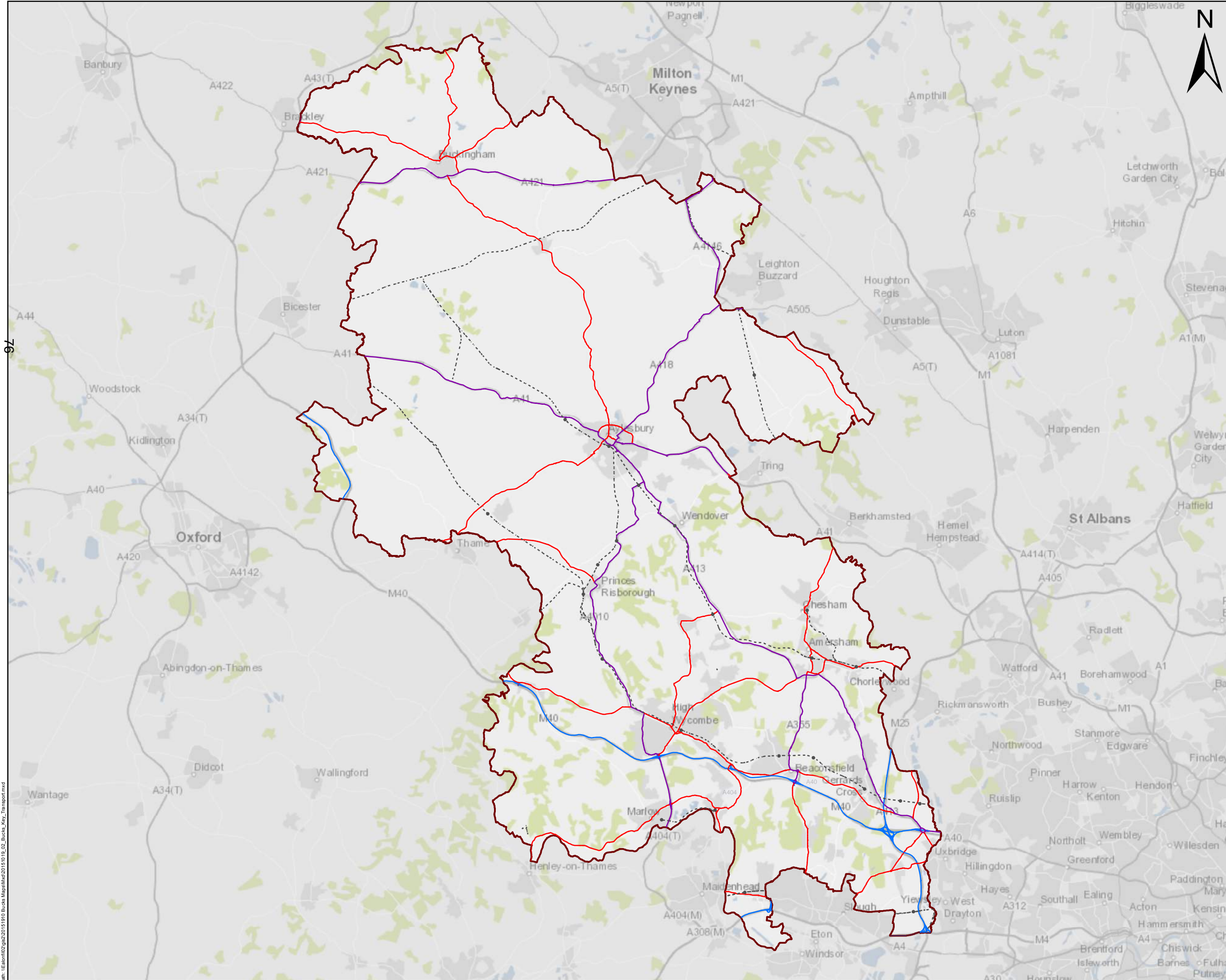
- 2.3.9 The national rail network in Buckinghamshire includes the Chiltern Main Line (CML) between London and Aylesbury and London and Birmingham via High Wycombe, the Great Western Main Line (GWML) between London and the West Country via Iver and Taplow, and the West Coast Main Line (WCML) between London and The North via Cheddington. In addition to this, Amersham, Chesham and Chalfont & Latimer are served by the London Underground (Metropolitan line) network.

### Waterways

- 2.3.10 The Grand Union Canal passes through Buckinghamshire at a number of locations in the east of the county. The canal passes through the Aylesbury Vale district where it reaches from Leighton Buzzard to Tring, with two additional limbs stretching towards Aylesbury and Wendover, the latter being disused. Within the district of South Bucks, the canal flows north to south along the eastern boundary bypassing Willowbank. The Slough arm of the canal flows north of Langley.

### Public rights of way

- 2.3.11 There are over 3,300 km of public rights of way, including footpaths, bridleways and National Trails in Buckinghamshire that can be used by walkers, cyclists and horse riders (depending on the type of right of way). In addition, sections of the Ridgeway and Thames Path National Trails both pass through the county. They enable access to the countryside and historic landscapes for both local people and tourists.



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- Notes
- Bucks Boundary
  - Motorway
  - Primary Road
  - A Road
  - Railway
  - Railway Station

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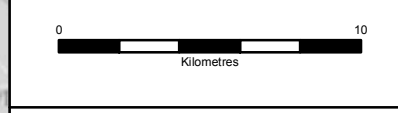
Drawing Status **FINAL**

Job Title  
**Buckinghamshire  
LTP4 SEA**

Drawing Title  
**Figure 2.2: Main strategic  
transport links in  
Buckinghamshire**

Scale at A3 **1:250,000**

Drawn AD		Originated PM	Date 19/10/2015
Stage 1 check JL	Stage 2 check PM		



Drawing Number **20151019\_02** Rev -

## Airports

- 2.3.12 The county does not have significant airports within its borders but both Heathrow and Luton airports are close to the county. These airports are used by passengers and freight traffic and are accessed primarily using the road network (e.g. the M40, A41, A413 and the A5).<sup>6</sup> There are also air freight forwarding and storage facilities in Buckinghamshire, particularly in the south of the county.

## Future transport schemes

- 2.3.13 There are a number of major transport developments in Buckinghamshire currently under construction or proposed. While none of the schemes described in this section are specially promoted by the LTP4, individually and collectively these schemes are important to understanding the context of the county's transport system as well as also altering the baseline environment (known as the 'future baseline' in SEA terms).
- 2.3.14 The western section (Phase 1) of the East West Rail project will link Oxford and Aylesbury to Milton Keynes Central and Bedford with connections to the West Coast Main Line and the Midland Main Line. Buckinghamshire will have two stations; Aylesbury and Winslow. Phase 1 is currently under construction and is due for completion in 2019. As part of future phases of the scheme, BCC is also promoting a station at Steeple Claydon.
- 2.3.15 The Crossrail railway will pass through Buckinghamshire with stations at Taplow and Iver. Crossrail is currently under construction with services due to commence in 2019.
- 2.3.16 The High Speed Two (HS2) railway would also run through the county, although will not call at any stations in Buckinghamshire. The route will run through Buckinghamshire for approximately 60 km from the Colne Valley in south of the county, to Turweston and Westbury in the north of the county. Phase One (London to the West Midlands) is scheduled to start construction in 2017 with the first Phase One services commencing in 2026.
- 2.3.17 Highways England is planning a range of improvements, including its M40 'Smart Motorway' scheme and is investigating the possibility of an Oxford – Cambridge Expressway, which would cross the county as well as its M4 'Smart Motorway' scheme, which would upgrade the motorway between London and Berkshire.
- 2.3.18 Increased traffic in the vicinity of Luton Airport is likely as planning permission for a £100 million expansion of the airport was granted in April 2014 and is currently under construction.
- 2.3.19 The potential expansion of Heathrow, with the introduction of a third runway, was recommended by the Airports Commission in 2015 and is currently awaiting a response from Government. If the third runway was provided at Heathrow, this could alter road and rail traffic pattern in the county.

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6. Buckinghamshire County Council (2013) Buckinghamshire Freight Strategy [online] available at: <http://www.transportforbucks.net/Strategy/LTP3/Freight-Strategy.aspx> (Accessed December 2015).

# 3 SEA METHODOLOGY

## 3.1 INTRODUCTION

- 3.1.1 SEA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects. The effects predicted at this stage will remain at a strategic level.
- 3.1.2 The approach adopted for the SEA of the LTP4 follows that set out in the Practical Guide to SEA<sup>7</sup> and the Planning Practice Guidance to SEA.<sup>8</sup> It involves the development of an assessment framework comprising a series of SEA objectives, assessment criteria and indicators. This framework is developed from an understanding of environmental problems and opportunities identified through a review of existing baseline information and a review of other plans, programmes and environmental protection objectives relevant to the plan area (i.e. Buckinghamshire and its neighbours) and subject matter (transport).
- 3.1.3 Figure 3.1 shows the key steps of the SEA process and the relationship with the LTP development process.<sup>9</sup> This report is the product of Stages B and C, selecting and assessing options for the SEA and producing an Environmental Report for consultation.

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7. Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7657/practicalguidesea.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf) (Accessed December 2015).
8. Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal [online] available at: <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/> (Accessed January 2016).
9. Department for Transport (2009) Guidance of Local Transport Plan [online] available at: <http://webarchive.nationalarchives.gov.uk/20110509101621/http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf> (Accessed December 2015).

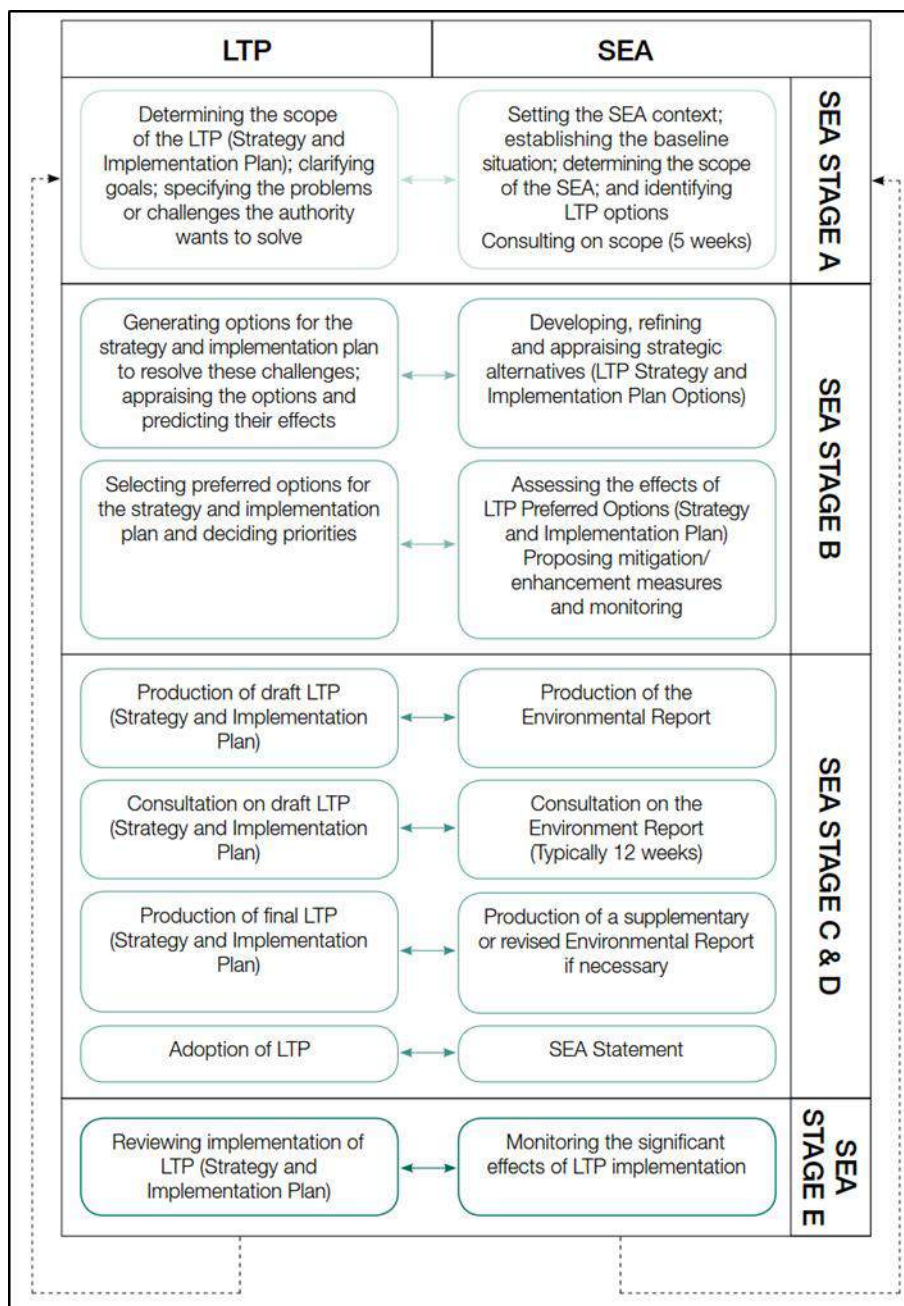


Figure 3.1: The LTP and SEA process

## 3.2 STAGE A: SCOPING

### 3.2.1

As discussed in Section 3.6, the spatial scope of the LTP4 is the county of Buckinghamshire. The SEA concentrates on significant effects at a county-level, but also notes any effects on neighbouring counties.

## POLICY CONTEXT AND ENVIRONMENTAL BASELINE

- 3.2.2 The policy context and environmental baseline used for this LTP4 SEA has been taken from the information used for the LTP3 SEA and updated where new information is available. The policy context and environmental baseline information used for this SEA is provided in Chapter 4 of this report.
- 3.2.3 Appendix A also provides a further more detailed review of relevant policies, plans and programmes considered.

## CONSULTATION ON THE SEA SCOPE

- 3.2.4 Consultation on the scope of the SEA was undertaken with the three statutory consultees (the Environment Agency, Historic England and Natural England). These three organisations were consulted between 17 November and 22 December 2015.

### Environment Agency

- 3.2.5 The Environment Agency responded that they did not have any comments to make.

### Historic England

- 3.2.6 Historic England responded and provided some useful information on the historic environment baseline which has been incorporated into the baseline presented in this report and used for the assessment. They also suggested some minor wording changes to some of the SEA framework objectives to better align terminology with the National Planning Policy Framework (NPPF) as well as amendments to recognise the positive contribution that transport infrastructure and networks can make to provide access to the historic environment. They suggested changes have been made to the SEA framework objectives used for the assessment.

### Natural England

- 3.2.7 Natural England responded that they were generally happy with the proposed scope and the baseline information provided. They suggested that the objectives relating to biodiversity be amended slightly to more specifically provide for the protection of important habitats and species. In relation to recreation they suggested the objective be amended to promote consideration of green networks. Both these amendments have been made and are reflected in the SEA framework used for the assessment.

## SEA FRAMEWORK

- 3.2.8 This SEA for the LTP4 consists of nine themes:

- air quality;
- biodiversity;
- climate change;
- health and well-being;
- historic environment;
- land and soil resources;
- landscape;
- population and communities; and
- water resources.



- 3.2.9 Each theme contains a number of specific SEA objectives and assessment criteria. Table 3.1 presented the complete SEA framework used to assess the LTP4. A separate health impact assessment (HIA) has not been commissioned for the LTP4 as public health effects have been considered under the 'Health and well-being' theme.

Table 3.1: SEA framework

SEA OBJECTIVE	ASSESSMENT CRITERIA
<b>Air quality</b>	
1. Deliver improvements in air quality in Buckinghamshire.	1.1 Reduce emissions of pollutants from transport. 1.2 Improve air quality within AQMAs. 1.3 Promote the use of low emission vehicles. 1.4 Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants.
<b>Biodiversity</b>	
2. Support the integrity of internationally, nationally and locally designated sites.	2.1 Protect the integrity of the SACs, SPAs, SSSIs and National Nature Reserves present in Buckinghamshire. 2.2 Manage pressures on locally designated sites, including Key Wildlife Sites and Local Nature Reserves.
3. Protect and enhance habitats and species in Buckinghamshire.	3.1 Protect and enhance semi-natural habitats. 3.2 Protect and enhance priority habitats, and the habitat of priority species. 3.3 Protect species and in particular species of principal importance. 3.4 Increase the resilience of Buckinghamshire's biodiversity to the potential effects of climate change.
4. Promote the maintenance and enhancement of biodiversity in Buckinghamshire.	4.1 Limit the effects of new transport infrastructure on biodiversity networks 4.2 Support green infrastructure enhancements
<b>Climate change</b>	
5. Support climate change mitigation in Buckinghamshire through limiting the contribution of transport to greenhouse gas emissions in the county.	5.1 Contribute to the achievement of the Carbon Plan target of 17% to 28% transport emissions reduction by 2027.
6. Deliver a transport infrastructure resilient to the effects of climate change.	6.1 Increase the resilience of the transport network to the effects of climate change. 6.2 Facilitate development in areas at lower risk of flooding.
7. Facilitate coordinated design of flood protection measures with those of transport infrastructure.	7.1 Promote a coordinated approach to the management of flood risk across public infrastructure provision.
<b>Health and well-being</b>	
8. Improve the health and well-being of Buckinghamshire's residents.	8.1 Promote accessibility to a range of leisure, health and community facilities, for all age groups. 8.2 Encourage healthy lifestyles and reduce health inequalities. 8.3 Enhance the provision of, and access to, green infrastructure in the county, in accordance with national standards. 8.4 Improve access to the countryside for recreation.
9. Enhance road safety in Buckinghamshire.	9.1 Improve road safety and reduce road accidents.
<b>Historic environment</b>	
10. Preserve and enhance Buckinghamshire's cultural heritage resource, including its historic environment and archaeological assets.	10.1 Preserve and enhance the heritage asset. 10.2 Preserve and enhance local diversity and distinctiveness. 10.3 Enhance access to heritage assets.

	10.4 Enhance the historic fabric and character of towns and villages.
<b>Land and soil resources</b>	
11. Ensure the more efficient use of land.	11.1 Assist in facilitating the re-use of previously developed land. 11.2 Avoid the development of the best and most versatile agricultural land and areas containing valuable mineral resources.
<b>Landscape</b>	
12. Protect and enhance the character and quality of Buckinghamshire's landscapes and townscapes.	12.1 Support the management objectives of relevant AONBs. 12.2 Protect and enhance landscape and townscape features.
<b>Population and communities</b>	
13. Promote sustainable transport use and reduce the need to travel.	13.1 Encourage modal shift to more sustainable forms of travel. 13.2 Reduce the need to travel.
14. Delivery of a transport infrastructure to meet the foreseeable needs of the varied communities of Buckinghamshire.	14.1 Improve accessibility to services, facilities and amenities. 14.2 Meet the needs of a growing population. 14.3 Meet the needs of those living in rural areas. 14.4 Address the needs of all age groups. 14.5 Maintain or enhance the quality of life of residents.
15. Support economic development in Buckinghamshire.	15.1 Support economic development and areas of high growth pressures. 15.2 Improve accessibility of employment opportunities.
<b>Water resources</b>	
16. Protect and enhance Buckinghamshire's water resources.	16.1 Maintain or improve the status of water bodies under the WFD. 16.2 Protect water supplies.

### 3.3 STAGE B: ASSESSMENT

3.3.1 Each element of the LTP4 was assessed against each SEA objective, and a judgement was made with regards to the likely effect that the element would have on that objective. The assessment covered two key areas:

- the strategic alternatives considered in developing the LTP4; and
- the proposed policies as set out in the LTP4 Policy Document.

3.3.2 The assessment (presented in Chapter 5 of this report) for the proposed policies is presented in a table format using the colour coding shown in Table 3.2 along with an accompanying narrative description of the assessment findings.

**Table 3.2: Colour coding of effect significance**

++	Likely significant positive effect
+	Likely positive effect
0	Negligible or no effect
-	Likely negative effect
--	Likely significant negative effect
?	The effect is uncertain
+/-	The effect is likely to be both positive and negative

3.3.3 Following on from the findings of the assessment, Section 5.5 of this report also includes a list of proposed mitigation and enhancement measures for any negative or positive significant effects that have been predicted.

### 3.4 STAGES C AND D: REPORTING AND CONSULTATION

3.4.1 This report sets out the results of the SEA and constitutes the Environmental Report under the SEA Regulations.

3.4.2 An SEA Statement will be prepared following the consultation period to summarise how responses to consultation and the SEA has influenced the development of the LTP4.

### 3.5 STAGE E: MONITORING

3.5.1 This report sets out recommendations for monitoring the social, environmental and economic effects of implementing the LTP4 in Section 6 of this report.

### 3.6 LIMITATIONS AND ASSUMPTIONS

3.6.1 The SEA Regulations require that limitations and assumptions should be described.

3.6.2 The SEA covers the whole county and will extend outside the county where it is appropriate to do so. This acknowledges the potential for the environmental effects of the LTP4 to extend beyond the local authority boundaries. In particular this is relevant to landscapes, the historic environment, biodiversity and downstream waterways. The assessment will also consider Buckinghamshire's neighbouring areas, so far as these are relevant to the assessment of environmental effects of the LTP4.

- 3.6.3 The LTP4 will apply to the plan period 2016 to 2036. The assessment will focus on effects likely to occur during the plan period but will also seek to identify longer term effects that may occur beyond this period. It is acknowledged that longer term effects generally have a greater level of uncertainty than shorter-term, more immediate effects.

# 4 POLICY CONTEXT AND ENVIRONMENTAL BASELINE

## 4.1 INTRODUCTION

4.1.1 This chapter presents the policy context and environmental baseline for the nine SEA framework themes. As far as possible the likely future environmental baseline without the implementation of the LTP4 is also described.

## 4.2 AIR QUALITY

### CONTEXT

4.2.1 The EU Thematic Strategy on Air Pollution aims to cut the annual number of premature deaths from air pollution-related diseases by almost 40% by 2020 (using 2000 as the base year), as well as substantially reducing the area of forests and other ecosystems suffering damage from pollutants.<sup>10</sup>

4.2.2 The European Directive on ambient air quality and cleaner air for Europe (2008/50/EC) sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO<sub>2</sub>).<sup>11</sup> In 2013, the EU has adopted a new Clean Air Programme (COM/2013/0918) aiming to update existing legislation and further lower harmful emissions from industry, traffic, energy plants and agriculture with stricter national emission ceilings for the six main pollutants (sulphur dioxide, nitrogen oxides, non-methane volatile organic compounds, ammonia, PM2.5 and methane).

4.2.3 The National Planning Policy Framework (NPPF) states that:<sup>12</sup>

- Planning policies should contribute towards EU limit values or national objectives for pollutants, taking into account the presence of air quality management areas (AQMA) and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in an AQMA is consistent with the local air quality action plan.
- New and existing developments should be prevented from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.

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10. Commission of the European Communities (2005) Thematic Strategy on air pollution [online] available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2005:0446:FIN:EN:PDF> (Accessed December 2015).

11. EC (2008) Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe [online] available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32008L0050> (Accessed December 2015).

12. CLG (2012) National Planning Policy Framework [online] [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf) (Accessed December 2015).

- 4.2.4 A new Air Quality Plan for England, Scotland, Wales and Northern Ireland was consulted on from July to November 2015 and sets out the UK's approach to meeting the NO<sub>2</sub> limit values set out in the EU Ambient Air Quality Directive.<sup>13</sup> Buckinghamshire is part of the South East non-agglomeration zone which is assessed as exceeding the annual limit value of 40 µg/m<sup>3</sup> but likely to achieve it before 2020 through the introduction of measures from the plan.
- 4.2.5 Public Health England's report 'Estimating Local Mortality Burdens Associated with Particulate Air Pollution' aims to inform local authorities about the public health burden of air pollution in their local areas.<sup>14</sup> This report records that in 2010, 5.6% of deaths (214 individuals) in Buckinghamshire were attributable to long term exposure to anthropogenic particulate air pollution.<sup>15</sup> It is not known what proportion of these deaths is attributable to anthropogenic particulate air pollution specifically from transport. The Buckinghamshire proportion of deaths is the same as the national (England) average, although it is lower than some of most densely populated and polluted parts of the country, such as inner London where the proportion of deaths attributable is about 7.2%.
- 4.2.6 The Defra report '*Air Pollution: Action for Air Quality in a Changing Climate*' focuses on the synergies between the two issues of air quality and climate change.<sup>16</sup> In particular, it notes the potential for additional health benefits through the closer integration of climate and air pollution policy. It is suggested that co-benefits can be realised through a variety of means, including promoting low carbon vehicles and renewable energy.

## BASELINE

### CURRENT BASELINE

- 4.2.7 Air quality in Buckinghamshire is generally good, compared to the National Air Quality Standard. However, air quality problems can result from a variety of sources, including traffic and industrial activity. AQMAs have been identified in each of the four districts, where national air quality objectives are not currently being met. The M40 throughout Wycombe and South Bucks districts has been designated as an AQMA, in addition to sections of the M4 and M25 that pass through South Bucks district. AQMAs have also been declared in Aylesbury and Chesham, and air quality problems also arise in High Wycombe, which may eventually lead to the declaration of an AQMA. Current AQMAs are highlighted in Figure 4.1 and Figure 4.2 which shows that although AQMAs in surrounding areas, such as Greater London or Oxford are comparatively larger, and cover entire urban areas, the AQMAs within Buckinghamshire are focussed around primary transport routes or road junctions within urban areas. This is because all AQMAs have declared nitrogen dioxide (NO<sub>2</sub>) as the main pollutant, the main source of which is road traffic.

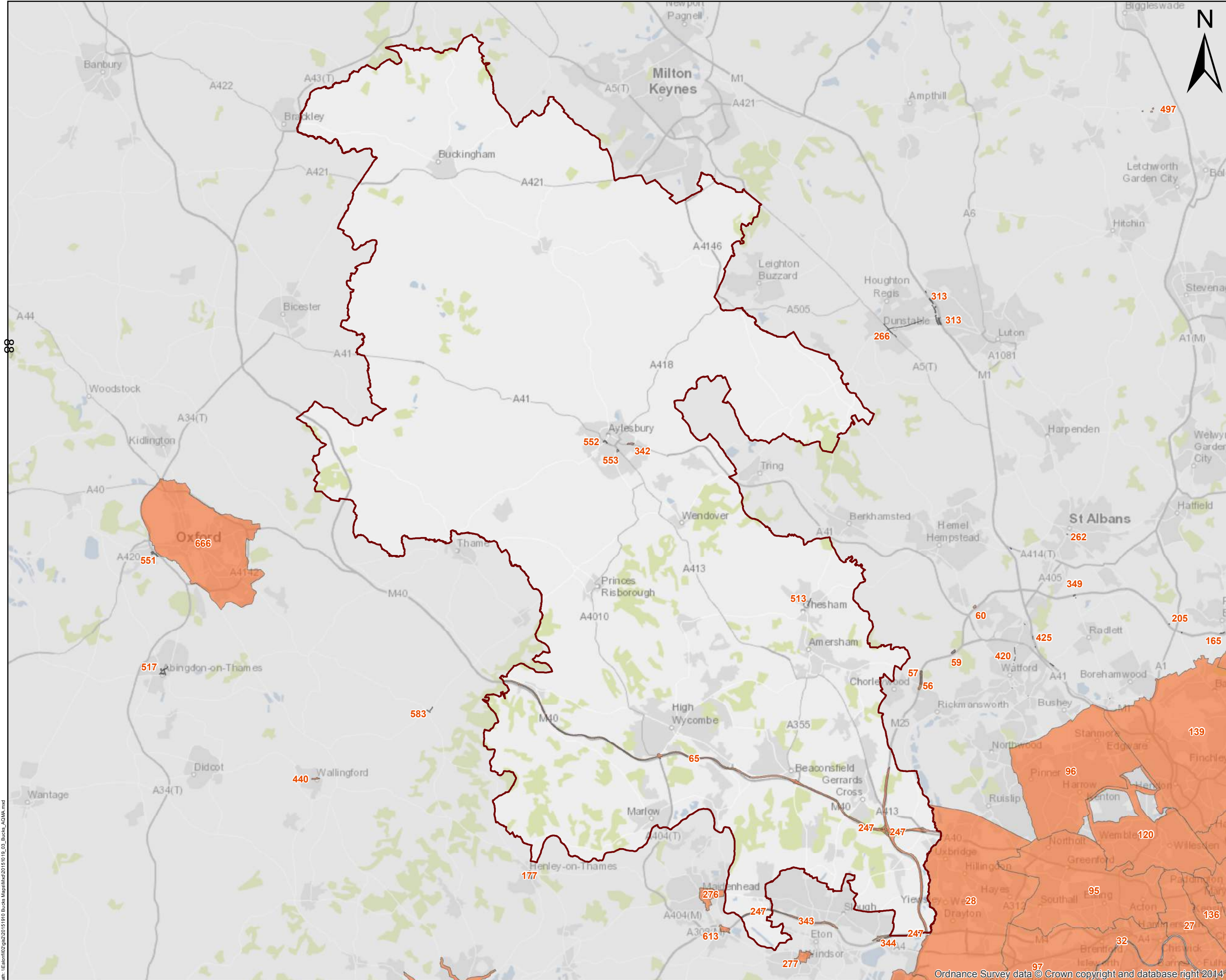
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13. Department for Environment, Food & Rural Affairs (2015) Draft Air Quality Plans [online] available at: <https://consult.defra.gov.uk/airquality/draft-aq-plans> (Accessed December 2015).

14. Public Health England (2014) Estimating local mortality burdens associated with particulate air pollution [online] available at: <https://www.gov.uk/government/publications/estimating-local-mortality-burdens-associated-with-particulate-air-pollution> (Accessed December 2015).

15. Data from Table 1 (page 16) (from Public Health England (2014) Estimating local mortality burdens associated with particulate air pollution) for individuals aged over 25.

16. Defra (2010) Air Pollution: Action in a Changing Climate [online] available at: <http://www.defra.gov.uk/publications/files/pb13378-air-pollution.pdf> (Accessed December 2015).



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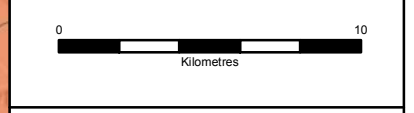
Drawing Status	<b>FINAL</b>
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Job Title	<b>Buckinghamshire LTP4 SEA</b>
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Drawing Title	<b>Figure 4.1: Air quality management areas in Buckinghamshire</b>
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Scale at A3	1:250,000
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Drawn	AD
Stage 1 check	Stage 2 check
JL	PM
Originated	Date
PM	19/10/2015

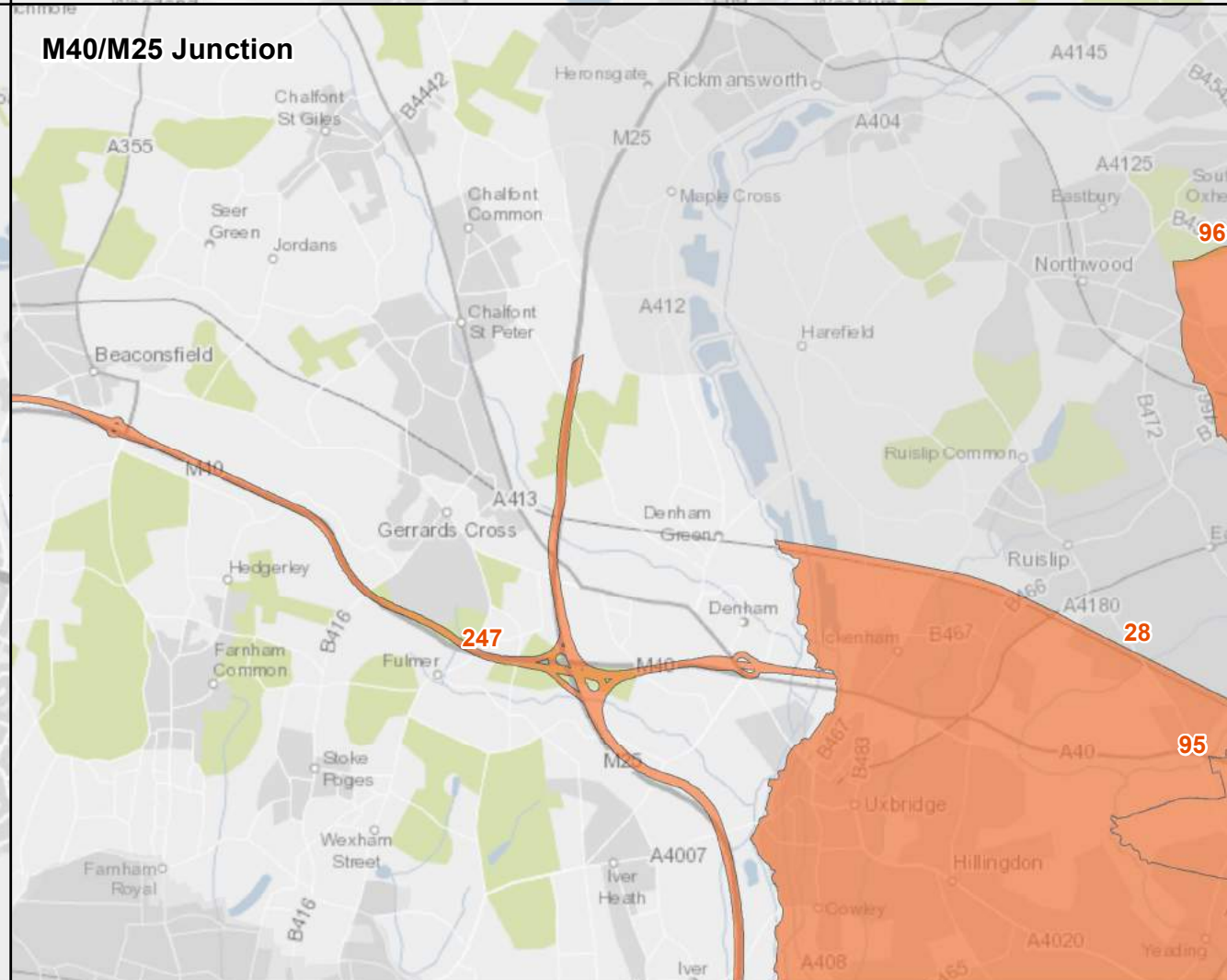
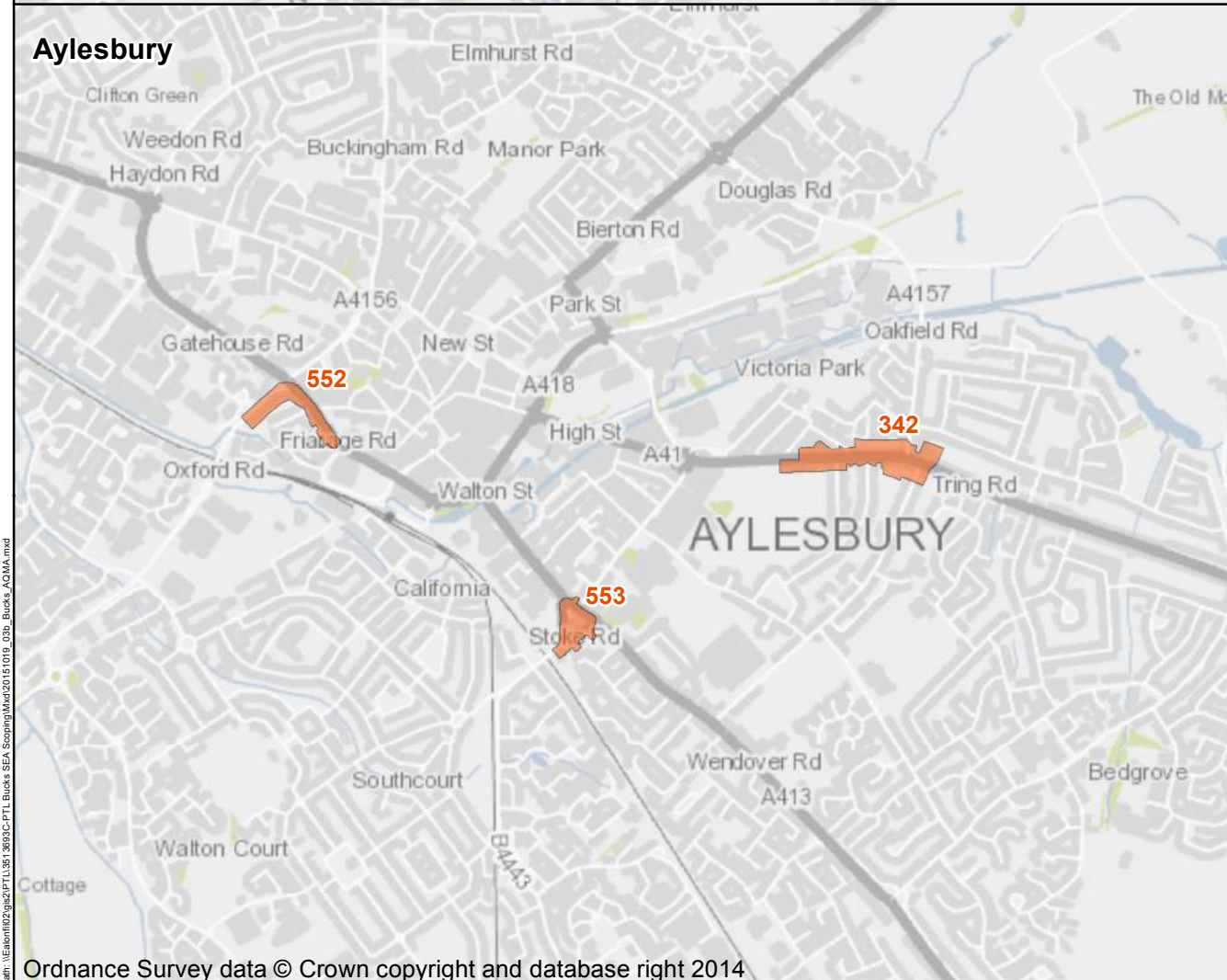
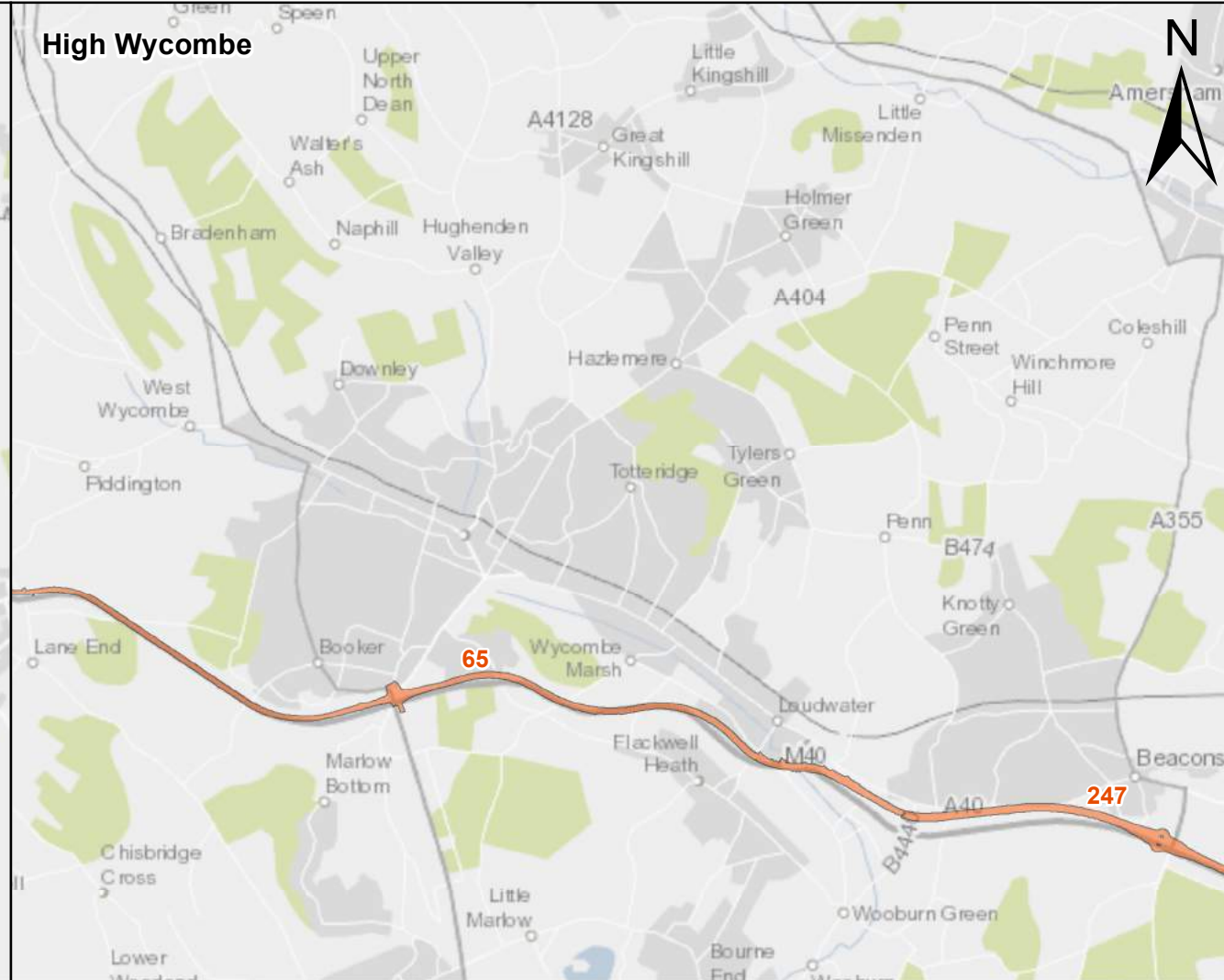


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Revision Details	By	Date	Suffix

Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.2: Details of air quality management areas**

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Drawn: AD	
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Originated: PM	Date: 15/01/2016

VARIED SCALES



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### Wycombe AQMA

- 4.2.8 Wycombe District Council has designated the M40 corridor an AQMA throughout the district. The designation is approximately 12 m from the kerbside and includes properties within this corridor and is wider at the M40 junctions. An Air Quality Action Plan (AQAP) was prepared for the area in 2002 which sought to reduce NO<sub>2</sub> levels in the AQMA through 39 proposed actions.<sup>17</sup>
- 4.2.9 The most recent (2014) progress report confirms that “concentrations within the existing M40 AQMA are still exceeding the annual mean nitrogen dioxide objective”.<sup>18</sup> The report also confirms that these NO<sub>2</sub> levels are also being exceeded with a proposed High Wycombe AQMA. It is expected that this proposed AQMA will be designated in the future. Concentrations also continue to exceed the annual mean NO<sub>2</sub> objective within Marlow.

### South Bucks AQMA

- 4.2.10 South Bucks District Council has designated an area comprising the M4, M25 and M40 and adjacent land throughout the district. An air quality action plan (AQAP) was prepared for the area in 2006 which sought to reduce NO<sub>2</sub> levels in the AQMA through 33 proposed actions.<sup>19</sup>
- 4.2.11 The most recent progress report (2014)<sup>20</sup> showed that air quality in the district is generally good, although exceedences of the annual mean objective for NO<sub>2</sub> were recorded. Three of these exceedences were situated in the AQMA.

### Aylesbury Vale AQMAs

- 4.2.12 Aylesbury Vale District Council has designated three AQMAs within the district:
- the Friarage Road AQMA;
  - the Stoke Road Gyratory AQMA; and
  - the Tring Road AQMA.
- 4.2.13 All three areas were designated due to exceedences in NO<sub>2</sub>, caused by road traffic. An AQAP was prepared for the district (covering all three AQMAs) in 2010 which takes a ‘whole town’ approach to improving air quality, rather than just focusing on individual roads.<sup>21</sup>

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17. Wycombe District Council (2002) Air Quality Action Plan for Wycombe District Council [online] available at: <http://www.wycombe.gov.uk/Core/DownloadDoc.aspx?documentID=722> (Accessed December 2015).

18. Air Quality Consultants Ltd (2014) 2014 Air Quality Progress Report: Wycombe District Council [online] available at: <http://www.wycombe.gov.uk/Core/DownloadDoc.aspx?documentID=8488> (Accessed December 2015).

19. South Bucks District Council (2006) Consultation Draft Air Quality Action Plan [online] available at: <http://aqma.defra.gov.uk/action-plans/SBDC%20AQAP%202006%20draft.pdf> (Accessed December 2015).

20. South Bucks District Council (2014) 2013 Air Quality Progress Report for South Bucks District Council [online] available at: <http://www.southbucks.gov.uk/CHttpHandler.ashx?id=7587&p=0> (Accessed January 2016).

21. Aylesbury Value District Council (2010) Aylesbury Air Quality Action Plan [online] available at: <http://aqma.defra.gov.uk/action-plans/AVDC%20AQAP%202010.pdf> (Accessed December 2015).

- 4.2.14 The most recent (2014) progress report suggested: extending the boundaries of the Stoke Road Gyratory and Tring Road AQMAs due to likely exceedences in NO<sub>2</sub> levels; considering a new AQMA to be considered for Buckingham town centre (subject to results of further monitoring); and revoking the Friarage Road AQMA based on consistently low real time monitoring data.<sup>22</sup>

#### Chiltern AQMA

- 4.2.15 Chiltern District Council has designated an AQMA in Chesham, encompassing buildings along parts of Broad Street and Berkhamstead Road. An AQAP was prepared for the area in 2009 which sought to reduce NO<sub>2</sub> levels in the AQMA through sustainable travel, publicity and enforcement initiatives.<sup>23</sup>
- 4.2.16 The latest (2014) Air Quality Progress Report concludes that “there have been no new sources of emissions, significant changes in existing sources, or any significant local changes relevant to air quality that would be likely to increase the risk of pollutants exceeding objective values”.<sup>24</sup>

### FUTURE BASELINE

- 4.2.17 The discussion above highlights that the current situation is one whereby there are a number of AQMAs in and around Buckinghamshire that are designated as a result of air pollution from transport. While these issues are fairly entrenched, there are identifiable trends that can potentially be projected forward. Nationally there was a downward trend in NO<sub>2</sub> pollution between 2000 and 2009; however, the decline was not as much as expected.<sup>25</sup> The reasons for this are complex and being investigated by Defra. One contributing factor is that although newer vehicles have higher European Union (EU) emissions standards, the proportion of diesel vehicles (which have higher NO<sub>2</sub> emissions than petrol vehicles) in use in the UK has increased significantly.
- 4.2.18 As part of its air quality management role, Defra also forecasts future NO<sub>2</sub> concentrations. The UK has 38 zones for assessing air quality and reporting compliance to the European Commission, with Buckinghamshire in the South East zone.<sup>26</sup> It is predicted that the South East zone will reach full compliance with EU NO<sub>2</sub> thresholds (i.e. below 40 µg/m<sup>3</sup>) until 2020. A more detailed breakdown of this forecast for Buckinghamshire is not available.

- 
22. Aylesbury Vale District Council (2014) 2014 Air Quality Progress Report for Aylesbury Vale District Council [online] available at: <http://www.aylesburyvaledc.gov.uk/environment/air-quality/air-quality-review-assessment/> (Accessed December 2015).
23. Chiltern District Council (2009) Final Air Quality Action Plan (Post Consultation) for Berkhamstead Road / Broad Street (A41 6) Air Quality Management Area [online] available at: [http://uk-air.defra.gov.uk/aqma/local-authorities?la\\_id=60](http://uk-air.defra.gov.uk/aqma/local-authorities?la_id=60) (Accessed December 2015).
24. Chiltern District Council (2014) 2014 Air Quality Progress Report for Chiltern District Council, including updated Air Quality Management Area Action Plan [online] available at: <http://www.chiltern.gov.uk/airreview> (Accessed December 2015).
25. Department for Environment, Food & Rural Affairs (2011) Air Quality Plans for the achievement of EU air quality limit values for nitrogen dioxide (NO<sub>2</sub>) in the UK [online] available at: [http://uk-air.defra.gov.uk/assets/documents/no2ten/110921\\_UK\\_overview\\_document.pdf](http://uk-air.defra.gov.uk/assets/documents/no2ten/110921_UK_overview_document.pdf) (Accessed December 2015).
26. Department for Environment, Food & Rural Affairs (2015) Draft Air Quality Plans [online] available at: <https://consult.defra.gov.uk/airquality/draft-aq-plans> (Accessed December 2015).

## 4.3 BIODIVERSITY

### CONTEXT

- 4.3.1 The EU Biodiversity Strategy was adopted in May 2011 with the objective to 'halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020'.<sup>27</sup>
- 4.3.2 Key messages from the NPPF include:
- contribute to the Government's commitment to halt the overall decline in biodiversity by minimising impacts and achieving net gains in biodiversity wherever possible;
  - promote the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species;
  - plan for biodiversity at a landscape-scale across local authority boundaries;
  - set criteria based policies for the protection of internationally, nationally and locally designated sites, giving weight to their importance as a part of a wider ecological network; and
  - adopt proactive strategies to climate change adaptation and manage risks through measures including green infrastructure (i.e. a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits).
- 4.3.3 The Natural Environment White Paper sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being.<sup>28</sup> It was in part a response to the UK's failure to halt and reverse the decline in biodiversity by 2010 and it signalled a move away from the traditional approach of protecting biodiversity in nature reserves to adopting a landscape approach to protecting and enhancing biodiversity. The NEWP also aims to create a green economy in which economic growth and the health of our natural resources sustain each other; and business and government better reflect the value of nature. The NEWP recognises that green infrastructure is 'one of the most effective tools available' to manage 'environmental risks such as flooding and heat waves'.
- 4.3.4 The Government published '*Biodiversity 2020*' in 2011.<sup>29</sup> It states that the objective should be to: 'guide development to the best locations, encourage greener design and enable development to enhance natural networks'.
- 4.3.5 The Biodiversity Offsetting Green Paper was released in September 2013.<sup>30</sup> Biodiversity offsets are conservation activities designed to compensate for residual losses. The Green Paper sets out a framework for exploring offsetting.

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27. European Commission (2011) Our life insurance, our natural capital: an EU biodiversity strategy to 2020 [online] available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52011DC0244> (Accessed December 2015).

28. Defra (2012) The Natural Choice: securing the value of nature (Natural Environment White Paper) [online] available at: <http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf> (Accessed December 2015).

29. Defra (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services [online] available at: <http://www.defra.gov.uk/publications/files/pb13583-biodiversity-strategy-2020-111111.pdf> (Accessed December 2015).

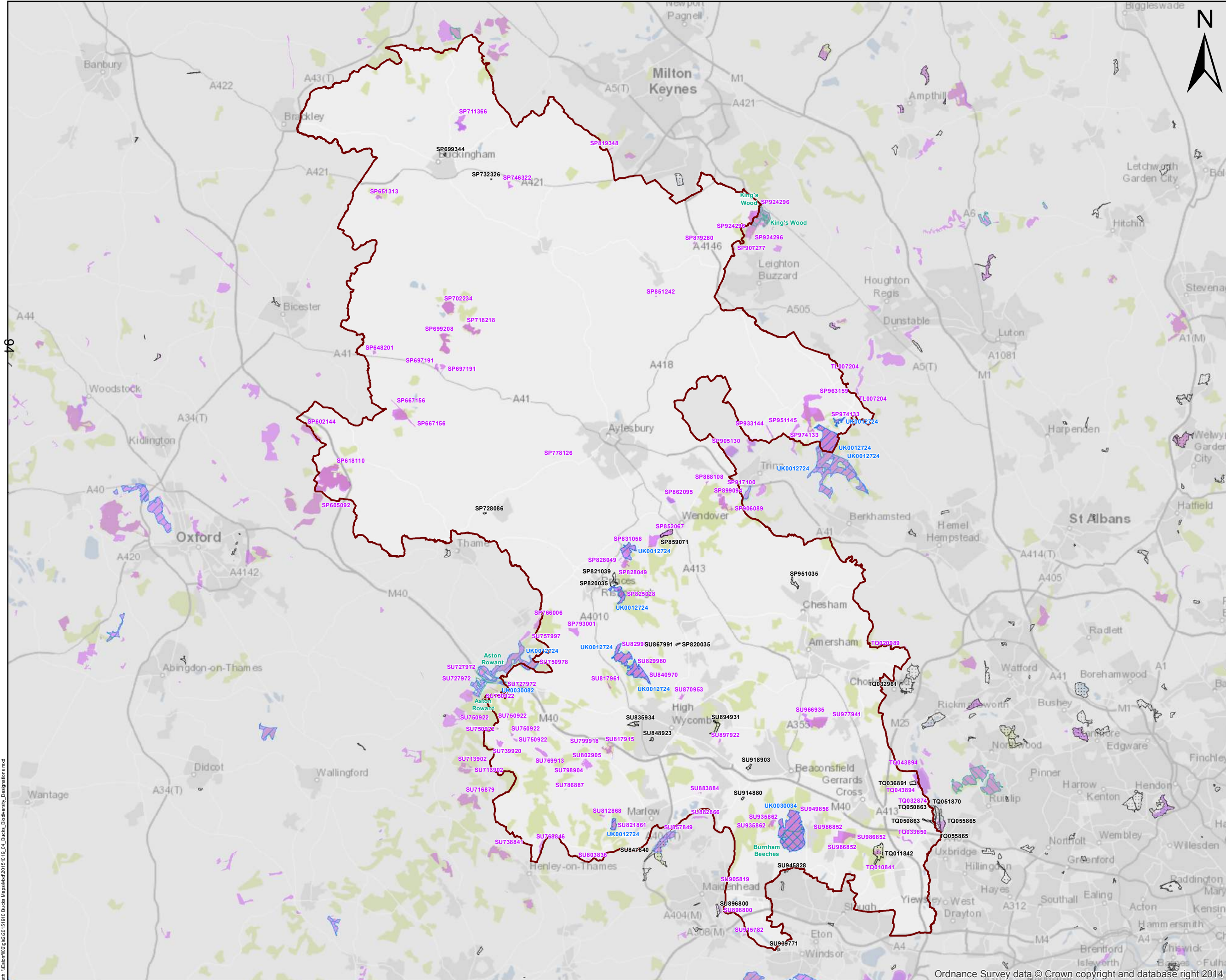
30. Defra (2013) Biodiversity Offsetting in England Green Paper [online] available at: <https://www.gov.uk/government/consultations/biodiversity-offsetting-in-england> (Accessed December 2015).

## BASELINE

### CURRENT BASELINE

- 4.3.6 Approximately 4% of Buckinghamshire is designated as national or international habitat. These sites are designated as a special area of conservation (SAC), a national nature reserve (NNR), or a site of special scientific interest (SSSI). There are no Ramsar sites or special protection areas (SPA) present within the county.<sup>31</sup>
- 4.3.7 Within Buckinghamshire there are three SACs: Aston Rowant Woods; Burnham Beeches; and Chilterns Beechwoods.<sup>32</sup> Burnham Beeches, the county's only national nature reserve (NNR), is solely in Buckinghamshire while the other two SACs are spread across one or more additional counties.<sup>33</sup> Burnham Beeches is recognised as being negatively impacted by poor air quality. These areas are internationally recognised for their importance to biodiversity and have been given special protection under the European Habitats Directive. These sites are also SSSIs, protected under UK law for their wildlife or geological interest.<sup>34</sup>
- 4.3.8 There are 65 biological and geological SSSIs in the county (as shown in Figure 4.3). Natural England assesses the condition of all SSSIs as part of a six year cycle to help monitor the health of these sites in the longer term. The current condition summary of the units assessed is shown in Figure 4.4.

- 
31. Natural England (2015) Designated sites at: <http://designatedsites.naturalengland.org.uk/SearchCounty.aspx> (Accessed December 2015).
32. Defra (2015) SACs in the United Kingdom [online] available at: <http://jncc.defra.gov.uk/page-1458> (Accessed December 2015).
33. Natural England (2014) Buckinghamshire's National Nature Reserves [online] available at: <https://www.gov.uk/government/publications/buckinghamshires-national-nature-reserves> (Accessed December 2015).
34. Buckinghamshire and Milton Keynes Natural Environment Partnership (2015) Forward to 2020: Buckinghamshire and Milton Keynes Biodiversity Action Plan [online] available at: [http://www.bucksmknep.co.uk/?page\\_id=396](http://www.bucksmknep.co.uk/?page_id=396) (Accessed December 2015).



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  - SAC
  - SSSI

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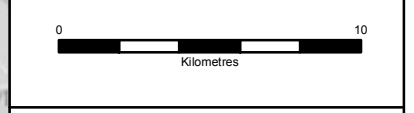
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.3: Biodiversity designations**

Scale at A3: **1:250,000**

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Stage 1 check	JL	Stage 2 check	PM
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4.3.9 Figure 4.4 shows that 98.49% of which are in 'favourable' or 'unfavourable-recovering' condition, whilst 0.8% are in 'unfavourable – no change' condition and 0.71% are in 'unfavourable – declining' condition.<sup>35</sup> In addition, there are numerous locally designated sites and areas of ancient woodland. There are also 26 local geological sites in Buckinghamshire.<sup>36</sup>

4.3.10 Despite only having one NNR, which is managed by the City of London, several local nature reserves (LNRs) are located within Buckinghamshire under the control of the county (shown in Figure 4.3). In addition, the county has 25 Berks, Bucks & Oxon Wildlife Trust (BBOWT) Nature Reserves, 30 Woodland Trust reserves, Church Wood owned by the Royal Society for the Protection of Birds (RSPB) and Holtspur Bottom leased by the Butterfly Conservation Trust. These sites vary in their legal protection status but all contain a significant level of biological importance.

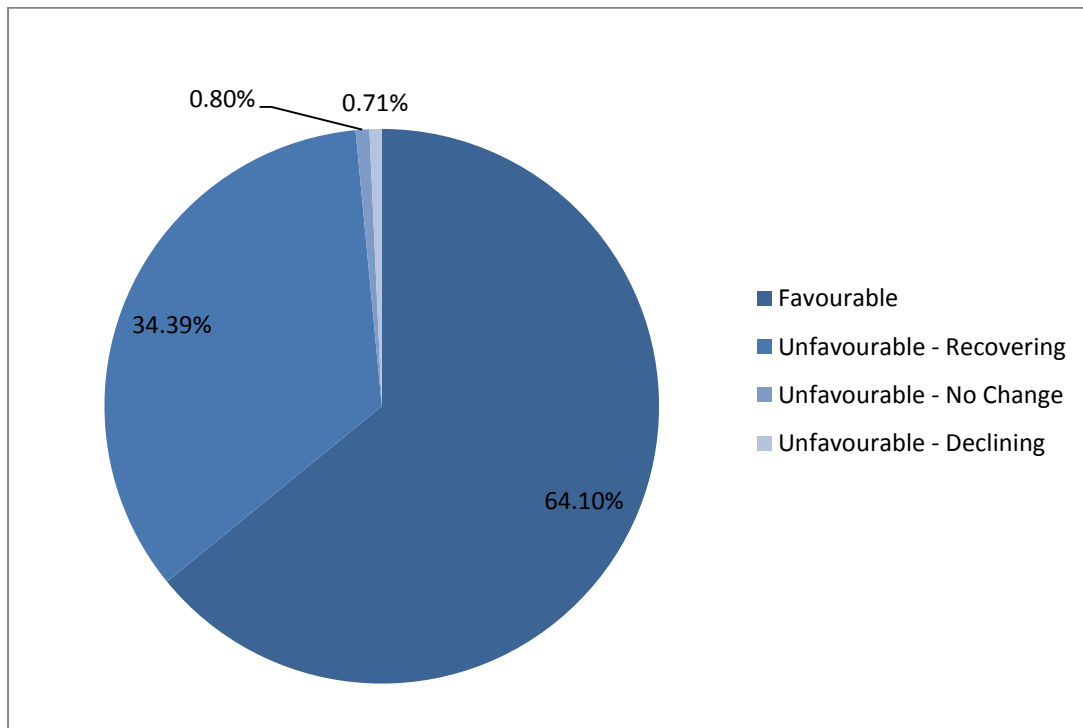


Figure 4.4: Summary of SSSI condition in Buckinghamshire

35. Natural England (2015) Designated sites [online] available at: <https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?countyCode=3&ReportTitle=BUCKINGHAMSHIRE> (Accessed December 2015).

36. Local geological sites do not have statutory protection and are also known as regionally important geological sites (RIGS).

4.3.11 The county contains numerous priority habitats which are present and play home to European Protected Species including bats, common or hazel dormice, great crested newts and early gentian.<sup>37</sup> Numerous protected species and UK Biodiversity Action Plan (BAP) priority species are present within the county, including rare and declining species of mammals, birds, reptiles, amphibians, fish, plants, mosses, lichens and liverworts. Buckinghamshire also has 19 BAP priority habitats; four grassland, four woodland, six wetland and five other habitat types. Also, within the county are various mapped biodiversity opportunity areas (BOA) which depict the county's priority areas for restoration and creation of BAP habitats.

#### FUTURE BASELINE

4.3.12 The above discussion outlines that areas of biodiversity of both a local and national importance exist across the county. It is also important to consider that some aspects of biodiversity importance may not be listed, and non-designated features comprise a large proportion of what people have contact with on a daily basis.

4.3.13 This is an important consideration, as recent studies, such as the *'State of Nature UK'* report, have shown that nationally biodiversity has been declining despite the prevalence of conservation efforts. In some cases this may be a result of the approach to designated areas on an individual basis, whereas perhaps a regional or county level approach may be more effective.

4.3.14 The Buckinghamshire and Milton Keynes Biodiversity Plan *'Forward to 2020'* highlights the common and prevalent biodiversity issues for the county, including habitat fragmentation, damaged ecosystems, a decline in pollinators, increased pollution in watercourses, the disconnection of rivers and floodplains, the introduction of non-native species and climate change. The context review also identifies that a key biodiversity indicator, populations of farmland birds, is on a long-term decline in the region, a trend which is likely to continue without further action. As a result of these biodiversity issues, priority habitat creation and restoration targets have been outlined. A general target of 20% increase of all habitats between 2010 and 2020 has been defined excluding hedgerows, which restoration target is 100km. Biodiversity Opportunity Areas exist throughout the county where targeted action will have the greatest benefit through the maintenance, restoration and creation of Biodiversity Action Plan (BAP) priority habitats.

4.3.15 Part of the proposed High Speed Two (HS2) railway would run through the county. If the HS2 railway is constructed, it could alter the future biodiversity baseline in Buckinghamshire. East West Rail, currently under construction, is not predicted to have any long-term effects on county biodiversity, albeit short-term disturbance of some biodiversity sites associated with the re-commissioning of historic railway lines has been identified.

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37. Chilterns Conservation Board (2014) Chilterns AONB Management Plan 2014 - 2019 [online] available at: <http://chilternsaonb.org/uploads/files/ConservationBoard/ManagementPlan/Management%20Plan%202014-19/Biodiversity.pdf> (Accessed December 2015).



## 4.4 CLIMATE CHANGE

### CONTEXT

- 4.4.1 The Carbon Plan (2011) sets out the government's plans for achieving the greenhouse gas emissions reductions committed to in the Climate Change Act 2008 and the first four carbon budgets.<sup>38</sup> The Carbon Plan aims to reduce the UK's greenhouse gas (GHG) emissions by 80% by 2050 from the 1990 baseline level.<sup>39</sup>
- 4.4.2 Domestic transport emissions make up nearly a quarter of the UK's GHG emissions and the plan states that low carbon transport is an essential part of meeting the targets in the Carbon Plan. The plan notes that by 2027, emissions from transport should be between 17% and 28% lower than 2009 levels.
- 4.4.3 The EU's 'Blueprint to Safeguard Europe's Water Resources' highlights the need for Member States to reduce the EU's vulnerability to floods and droughts. National water policies are primarily driven by the aims of the EC Water Framework Directive (WFD), as transposed by the Water Framework Regulations 2003. Key objectives include considering flood risk at all stages of the plan and development process to reduce future damage to property and loss of life.
- 4.4.4 Key messages from the NPPF include:
- support the transition to a low carbon future in a changing climate as a 'core planning principle';
  - there is a key role for planning in securing radical reductions in GHG emissions, including in terms of meeting the targets set out in the Climate Change Act 2008. Specifically, planning policy should support the move to a low carbon future through:
    - planning for new development in locations and ways which reduce GHG emissions;
    - actively supporting energy efficiency improvements to existing buildings;
    - setting local requirements for building's sustainability in a way that is consistent with the Government's zero carbon buildings policy;
    - positively promoting renewable energy technologies and considering identifying suitable areas for their construction; and
    - encouraging those transport solutions that support reductions in greenhouse gas emissions and reduce congestion.
  - proactively plan to minimise vulnerability and increase resilience to the impacts of climate change;
  - direct development away from areas highest at risk of flooding; and
  - where development is necessary, it should be made safe without increasing levels of flood risk elsewhere.
- 4.4.5 Further context is provided by a review of a recent Committee on Climate Change and Department of Energy and Climate Change (DECC) guidance and a recent strategy document prepared by the Department for Transport focused on integrated transport.

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38. HM Government (2011) Carbon Plan [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/47613/3702-the-carbon-plan-delivering-our-low-carbon-future.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/47613/3702-the-carbon-plan-delivering-our-low-carbon-future.pdf) (Accessed December 2015).

39. Relative to 1990 base year levels.

- 4.4.6 In the guidance document 'How local authorities can reduce emissions and manage climate risk' planning functions are described as being a 'key lever in reducing emissions and adapting localities to a changing climate', with it considered particularly important that local authorities use these to:
- enforce energy efficiency standards in new buildings and extensions;
  - reduce transport emissions by concentrating new developments in existing cities and large towns and/or ensuring they are well served by public transport;
  - work with developers to make renewable energy projects acceptable to local communities;
  - avoid increasing the area's risk to climate change impacts by locating new development in areas of lowest flood risk; and
  - plan for infrastructure such as low-carbon district heating networks, green infrastructure and sustainable drainage systems.<sup>40</sup>
- 4.4.7 The UK response includes a national Climate Change Risk Assessment (January 2012)<sup>41</sup> and the National Adaptation Programme (July 2013)<sup>42</sup>, which will be reviewed every five years.
- 4.4.8 The Flood and Water Management Act 2010<sup>43</sup> highlights that alternatives to traditional engineering approaches to flood risk management include:
- utilising the environment in order to reduce flooding, for example through the management of land to reduce runoff and through harnessing the ability of wetlands to store water;
  - identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere;
  - planning to roll back development in coastal areas to avoid damage from flooding or coastal erosion; and
  - creating sustainable drainage systems (SuDS).<sup>44</sup>
- 4.4.9 Further guidance is provided in the document 'Planning for SuDs'.<sup>45</sup> This report calls for greater recognition of the multiple benefits that water management can present. It suggests that successful SuDS are capable of contributing to local quality of life and green infrastructure.

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40. Committee on Climate Change (2012) How local authorities can reduce emissions and manage climate risk [online] available at: <https://www.theccc.org.uk/publication/how-local-authorities-can-reduce-emissions-and-manage-climate-risks/> (Accessed December 2015).
41. Department for Environment, Food & Rural Affairs and the Department of Health (2013) The National Adaptation Programme, Making the country resilient to a changing climate [online] available at: <https://www.gov.uk/government/publications/adapting-to-climate-change-national-adaptation-programme> (Accessed December 2015).
42. Her Majesty's Government (2012) UK Climate Change Risk Assessment: Government Report [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69487/pb13698-climate-risk-assessment.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69487/pb13698-climate-risk-assessment.pdf) (Accessed December 2015).
43. Flood and Water Management Act (2010) [online] available at: <http://www.legislation.gov.uk/ukpga/2010/29/contents> (Accessed December 2015).
44. The provisions of schedule 3 to the Flood and Water Management Act 2010 came into force in November 2012 and make it mandatory for development areas in England and Wales to incorporate SuDS.
45. CIRIA (2010) Planning for SuDs – making it happen [online] available at: <http://www.ciria.org/ItemDetail?iProductCode=C687&Category=BOOK&WebsiteKey=3f18c87a-d62b-4eca-8ef4-9b09309c1c91> (Accessed December 2015).

- 4.4.10 A preliminary flood risk assessment (PFRA) has been undertaken by the County Council involving a review of past and potential future flooding events across the county.<sup>46</sup> In addition, the four district councils in the county have each undertaken a strategic flood risk assessment (SFRA). The County Council has also produced surface water management plans (SWMPs) for Chesham and High Wycombe (joint plan), and the first phase of SWMPs for Buckingham and Marlow.<sup>47</sup>

## BASELINE

### CURRENT BASELINE

- 4.4.11 In 2012, transport sources accounted for 25.9% of total CO<sub>2</sub> emissions in Buckinghamshire.<sup>48</sup> This is a similar proportion as regional rate but higher than national rates (23.3%). Figure 4.5 shows per capita transport related CO<sub>2</sub> emissions in Buckinghamshire between 2005 and 2012, with regional and national data also provided for comparison. Over this time period, per capita emissions from transport sources have fallen in Buckinghamshire, following both regional and national trends (Figure 4.6).

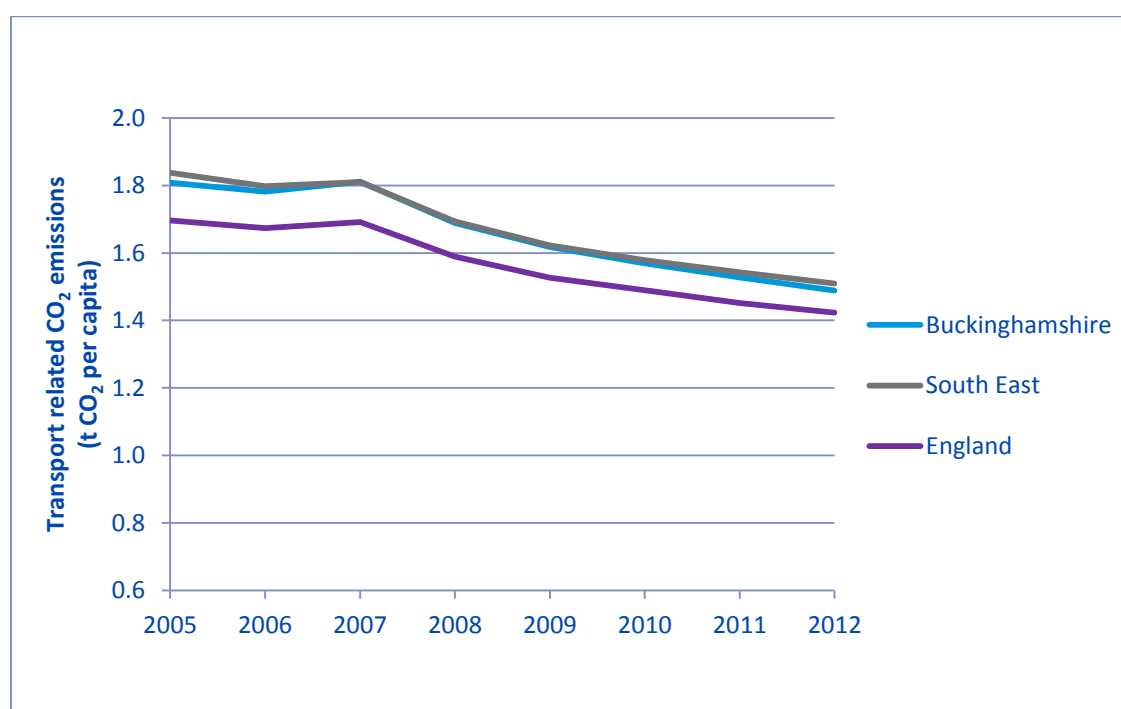


Figure 4.5: Transport related CO<sub>2</sub> emissions between 2005 and 2012

46. BCC (2011) Preliminary Flood Risk Assessment [online] available at: [http://www.buckscc.gov.uk/media/2275631/pfra\\_prelim\\_assessment\\_report\\_final.pdf?bcsi\\_scan\\_AB11CAA0E2721250=0&bcsi\\_scan\\_filename=pfra\\_prelim\\_assessment\\_report\\_final.pdf](http://www.buckscc.gov.uk/media/2275631/pfra_prelim_assessment_report_final.pdf?bcsi_scan_AB11CAA0E2721250=0&bcsi_scan_filename=pfra_prelim_assessment_report_final.pdf) (Accessed December 2015).
47. District Council Strategic Flood Risk Assessments [online] available at: <http://www.buckscc.gov.uk/environment/flooding/strategic-flood-management/documents/> (Accessed December 2015).
48. DECC (2013) UK Greenhouse Gas Emissions, Final Figures [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/407432/20150203\\_2013\\_Final\\_Emissions\\_statistics.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/407432/20150203_2013_Final_Emissions_statistics.pdf) (Accessed December 2015).

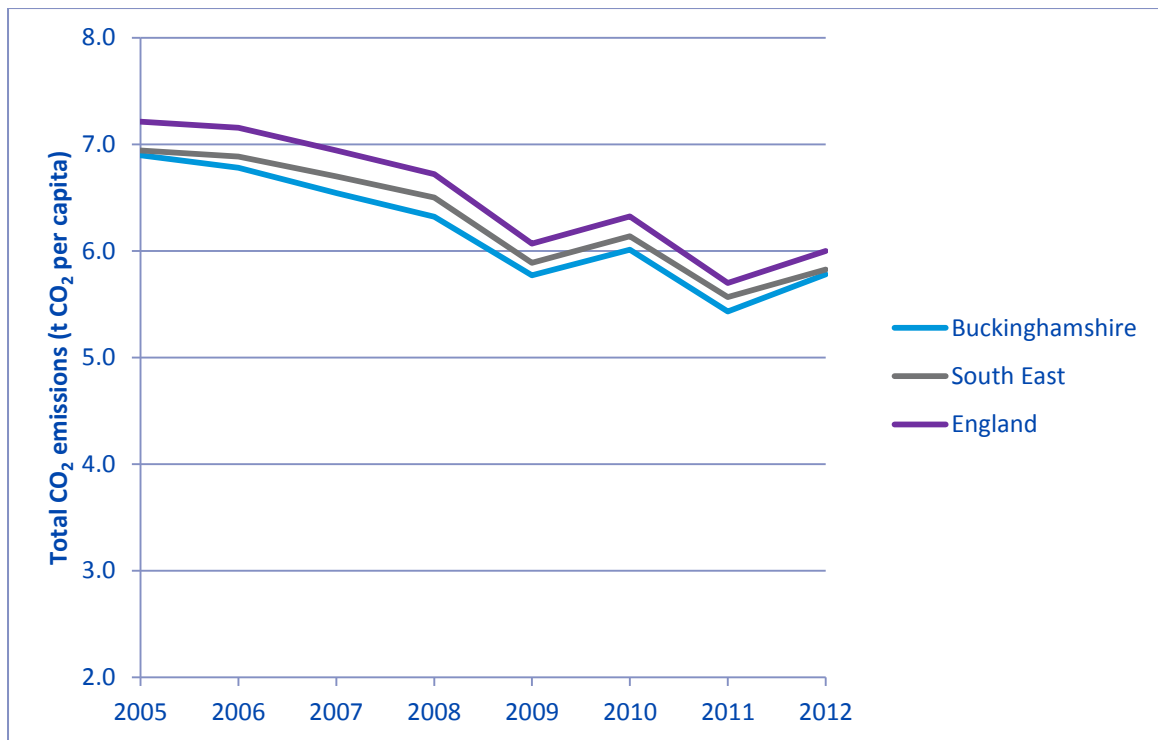


Figure 4.6: Total per capita CO<sub>2</sub> emissions

4.4.12

Figure 4.7 shows transport related CO<sub>2</sub> emissions per district. Aylesbury Vale and South Bucks appear to have higher per capita emissions than Chiltern and Wycombe. All four districts had similar reductions in CO<sub>2</sub> emissions between 2005 and 2020.

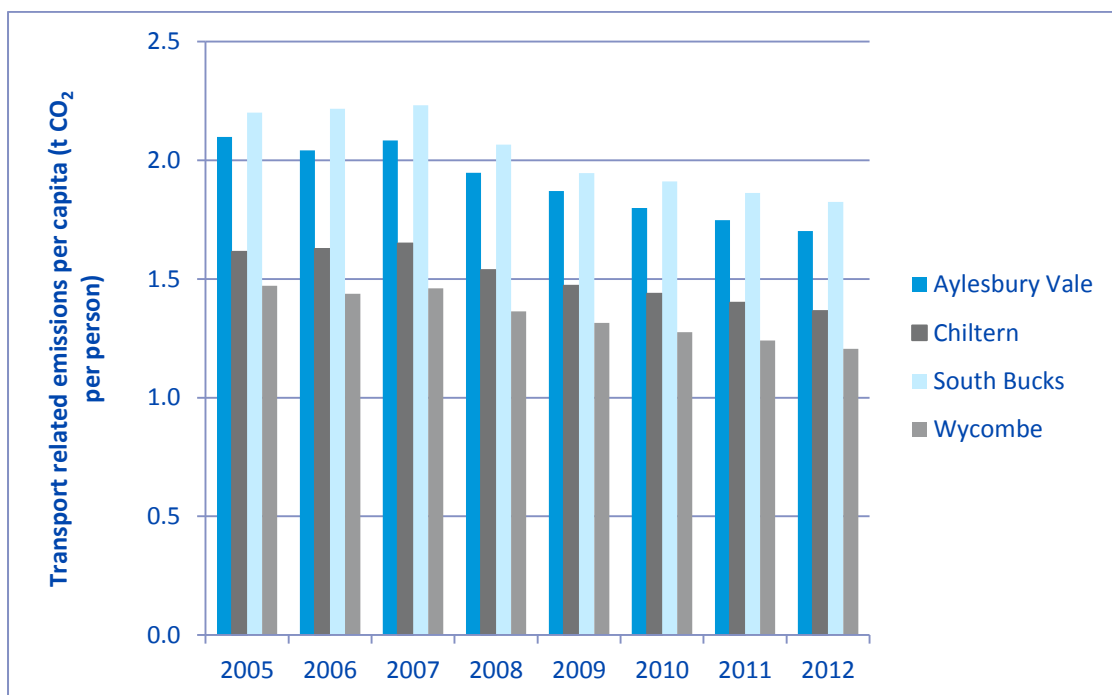


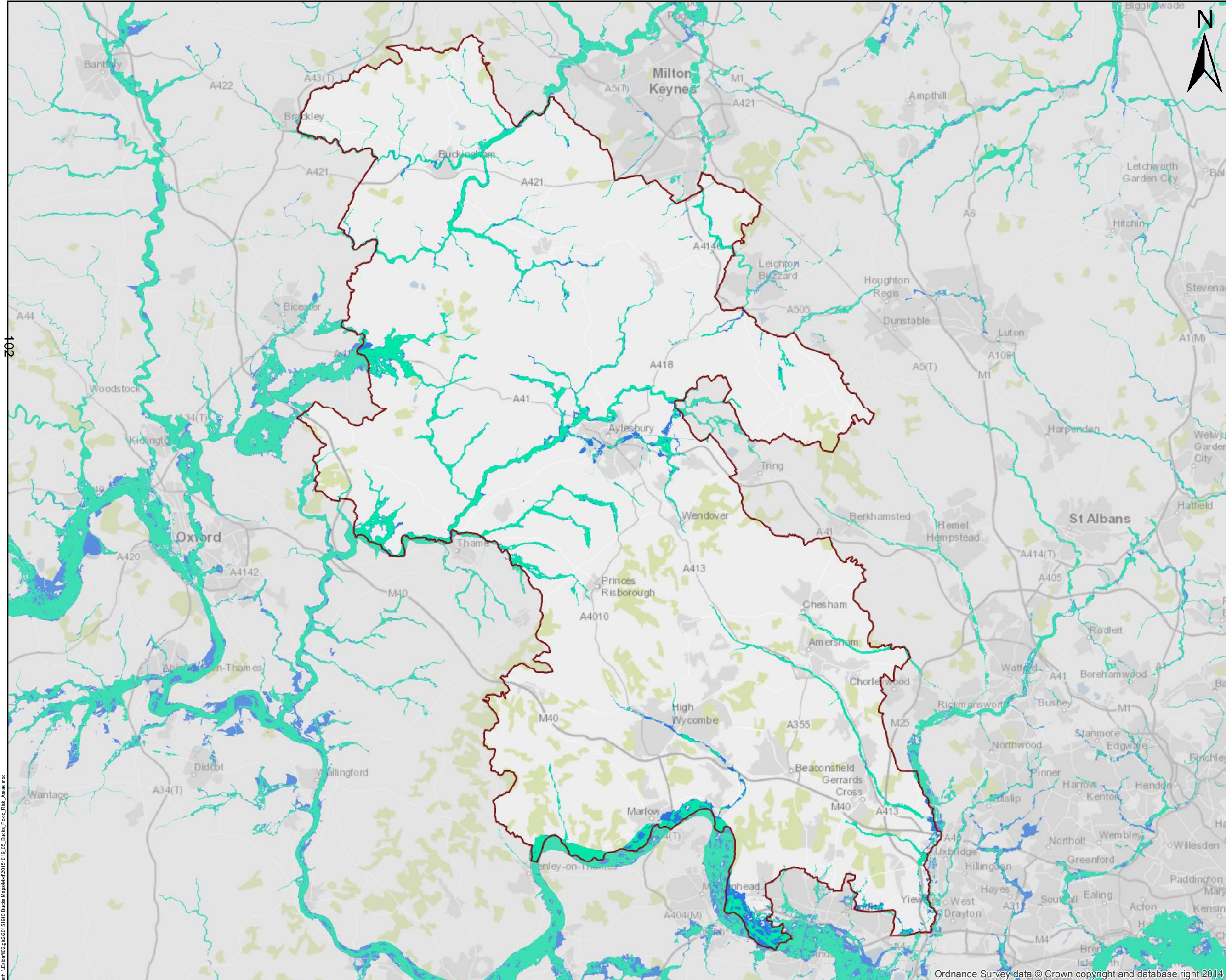
Figure 4.7: Transport related CO<sub>2</sub> emissions per district from 2005 to 2012

### Climate change adaptation

- 4.4.13 Buckinghamshire is made up of four hydrological catchment areas: the River Thame, River Wye, River Colne and Upper River Great Ouse. In total, the county has approximately 1,600 km of rivers and streams. The county faces risks from flooding from a number of sources - surface water, fluvial and groundwater.
- 4.4.14 Flooding is not a significant problem in many parts of Buckinghamshire, although it does occur in some areas. The Strategic Flood Risk Assessment (SFRA) of Buckinghamshire identifies variable levels of flood risk across the county, ranging from low probability (zone 1) to high probability (zone 3). Flood risk across the county is shown in Figure 4.8.<sup>49</sup>
- 4.4.15 The main areas at risk from flooding (i.e. zones 2 and 3) are adjacent to the River Thames south of Marlow and adjacent to the River Thame through Aylesbury. An area in the vicinity of Waterperry and Ickford is also in Zone 2 as is an area to the west of Grendon Underwood.

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49. Buckinghamshire City Council (2011) Flood Risk Assessment Report [online] available at: [http://www.buckscc.gov.uk/media/2275631/pfra\\_prelim\\_assessment\\_report\\_final.pdf](http://www.buckscc.gov.uk/media/2275631/pfra_prelim_assessment_report_final.pdf) (Accessed December 2015).



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- Notes
- Buckinghamshire Boundary
  - Flood Zone 3
  - Flood Zone 2

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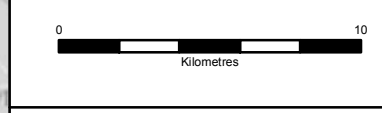
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.8: Flood risk areas in Buckinghamshire**

Scale at A3: **1:250,000**

Drawn	AD		
Stage 1 check	JL	Stage 2 check	PM
Originated	PM	Date	19/10/2015



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- 4.4.16 Buckinghamshire is at risk of various flood events, including, fluvial flooding, which occurs when a river overtops its banks after a period of prolonged heavy rainfall flooding adjacent land. The Buckinghamshire Local Flood Risk Management Strategy 2013 – 2018 notes that the highest risk (up to a 1 in 75 year chance of flooding in any one year) is to areas in Bourne End, Buckingham, Chesham, Cores End and Marlow.<sup>50</sup> Surface water flooding, which occurs when the capacity of local drainage systems is overwhelmed, results in ponding of excess water, and groundwater flooding.
- 4.4.17 Groundwater flooding occurs when water levels in the ground rise above the ground surface. This is most likely to occur in areas underlain by permeable rocks or aquifers. The SFRA identifies that the chalk geology to the south of the county can potentially contribute to localised groundwater flooding.

#### FUTURE BASELINE

- 4.4.18 The data presented above shows how Buckinghamshire has had lower CO<sub>2</sub> emissions per person than both the regional and national averages, with the total level of CO<sub>2</sub> emissions per person decreasing at a similar rate as regionally and nationally. This trend is likely to continue, because in terms of climate change mitigation, per capita emissions are likely to continue to decrease as energy efficiency measures, renewable energy production and new technologies become more widely adopted. The DECC emissions projections plan a decrease by 12% from 2010 to 2025 driven by decreasing emissions from road transports.<sup>51</sup> However, this expected decrease is not sufficient to achieve the 17% to 28% emissions decrease target set by the Carbon Plan.
- 4.4.19 The current baseline review identifies that areas of Buckinghamshire are at risk of flooding due to a variety of sources. There is the risk that future climate change will exacerbate this risk through the potential increase of the occurrence of extreme weather events in the county, with increases in mean summer and winter temperatures, increases in mean precipitation in winter and decreases in mean precipitation in summer. SFRA also note that climate change may increase the frequency and severity of flooding in future years.
- 4.4.20 The outcome of research on the probable effects of climate change in the UK was released in 2009 by the UK Climate Projections (UKCP09) team. UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction.
- 4.4.21 As highlighted by the research, the effects of climate change for the South East by 2050 for a medium emissions scenario<sup>52</sup> are likely to be as follows:
- a central estimate of increase in summer mean temperature of 2.7°C and an increase in mean winter temperature of 2.2°C; and
  - a central estimate of change in winter mean precipitation of an increase of 16% and a summer mean precipitation decrease of 18%.

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50. BCC (2013) Buckinghamshire Local Flood Risk Management Strategy 2013 – 2018 [online] available at: <http://www.buckscc.gov.uk/environment/flooding/strategic-flood-management/flood-management-strategy/> (Accessed December 2015).

51. DECC (2013) Updated Energy and Emissions Projections [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/239937/uep\\_2013.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/239937/uep_2013.pdf) (Accessed December 2015).

52. UK Climate Projections (2009) South East 2050s Medium Emissions Scenario [online] available at: <http://ukclimateprojections.metoffice.gov.uk/media.jsp?mediaid=87894&filetype=pdf> (Accessed December 2015).

4.4.22 Although this research shows that there is the potential that mean summer precipitation will decrease, an increased likelihood of storm events means that flash flooding is likely due to fluvial, and/or surface water flooding.

## 4.5 HEALTH AND WELL-BEING

### CONTEXT

4.5.1 The World Health Organization's (WHO) report '*Transport, Environment and Health*' considers the relationship and effects of transport on health (as well as the environment given that it can have a profound influence on communities' and individuals' health).<sup>53</sup> The report explores the more well-known links between, for instance, air quality and respiratory problems. It also examines other, sometimes more subtle health effects of transport, such as sleep disturbance caused by noise experienced by people living close to highways, railways and airports. The role of active travel in helping to address obesity issues, often caused by increasingly sedentary lifestyles, is also discussed.

4.5.2 Key messages from the NPPF include:

- the social role of the planning system involves 'supporting vibrant and healthy communities';
- a core planning principle is to 'take account of and support local strategies to improve health, social and cultural wellbeing for all';
- the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities';
- promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship;
- set out the strategic policies to deliver the provision of health facilities;
- high quality open spaces should be protected or their loss mitigated, unless a lack of need is established;
- access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities; and
- planning policies should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life.

4.5.3 The report '*Fair Society, Healthy Lives*' ('also known as the Marmot Review') investigated health inequalities in England and the actions needed in order to tackle them.<sup>54</sup> Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that that there is: 'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities'.

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53. World Health Organization (2000) Transport, environment and health [online] available at: [http://www.euro.who.int/\\_data/assets/pdf\\_file/0003/87573/E72015.pdf](http://www.euro.who.int/_data/assets/pdf_file/0003/87573/E72015.pdf) (Accessed September 2015).

54. Institute of Health Equity (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <https://www.instituteofhealthequity.org/projects/nice-spatial-planning-and-health/nice-spatial-planning-and-health.pdf> (Accessed December 2015).



- 4.5.4 It highlights three main policy actions to ensure that the built environment promotes health and reduces inequalities. These should be applied on a universal basis, but with a scale and intensity that is proportionate to the level of disadvantage. Specifically, these actions are to:
- fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality;
  - prioritise policies and interventions that both reduce health inequalities and mitigate climate change by: improving active travel; improving good quality open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing; and
  - support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation.

4.5.5 The increasing role that local level authorities are expected to play in producing health outcomes is well demonstrated by recent government legislation. The Health and Social Care Act 2012 transferred responsibility for public health from the NHS to local government, giving local authorities a duty to improve the health of the people who live in their areas.<sup>55</sup> This requires a more holistic approach to health across all local government functions.

4.5.6 The NHS National Institute of Health and Clinical Excellence have published guidance on local measures to promote walking and cycling.<sup>56</sup> The evidence presented in this report suggests that 'effective support' from local councils plays a key role in increasing rates of walking and cycling. The report emphasises that increasing the numbers of people who walk and cycle, and how often, can reduce the health costs associated with air pollution and inactivity. Relevant recommendations made in the report include:

- ensure local, high-level strategic policies and plans support and encourage both walking and cycling;
- develop coordinated, cross-sector programmes to promote walking and cycling for recreation as well as for transport, based on a long-term vision of what can be achieved, taking account of the needs of the whole population; and
- address infrastructure issues that may prevent people from wanting to walk.

## BASELINE

### CURRENT BASELINE

4.5.7 As shown in Table 4.1, general health across Buckinghamshire is predominantly favourable. Some 52% and 34.2% of people reported that they were in 'very good' and 'good' health respectively.<sup>57</sup> General health is consistent across Buckinghamshire, with all areas expressing similar results. However, some areas such as Aylesbury Vale and Wycombe have slightly lower levels of those who report they are in very good health.

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55. Upper tier and unitary local authorities.

56. National Institute for Health and Care Excellence (2012) Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation [online] available at: <http://guidance.nice.org.uk/PH41> (Accessed December 2015).

57. Office of National Statistics (2013) Census 2011 General Health (QS302EW).

**Table 4.1: General health within Buckinghamshire**

	AYLESBURY VALE	CHILTERN	SOUTH BUCKS	WYCOMBE	BUCKINGHAMSHIRE	ENGLAND
Very good health	51.4%	53.8%	52.4%	51.6%	52%	47.2%
Good health	33.8%	34.2%	32.8%	33.3%	34.2%	34.2%
Fair health	11%	10.2%	10.5%	10.8%	10.7%	13.1%
Bad health	2.7%	2.5%	2.9%	2.7%	2.7%	4.3%
Very bad health	0.8%	0.7%	0.8%	0.8%	0.8%	1.3%

4.5.8 Table 4.1 shows that the proportion of those with 'very good' health in Buckinghamshire (52%) is higher than the national average (47.2%), whilst the proportion of people reporting that they had 'fair', 'bad' or 'very bad' health is lower than the national average.

4.5.9 Approximately 1% of Buckinghamshire residents stated that they have 'very bad' health, which is broadly in line with the national averages. Overall, Buckinghamshire residents have a relatively similar, if not higher, level of general health compared to the national averages.

### Life expectancy

4.5.10 Buckinghamshire has a higher life expectancy than the national average, both for females (83 years compared with 81 years) and males (79 years compared with 77 years). This puts Buckinghamshire in the top quartile for males and the top two quartiles for females.

### Transport accessibility

4.5.11 As mentioned previously, the county generally has a good public transport network. A lack of public transport availability was detected in Wycombe district, south-west of High Wycombe, near the Oxfordshire border. However, a community transport hub is in place to meet local transport needs not catered for by conventional public transport.

### Road safety

4.5.12 Figure 4.9 shows the reported casualty rate (all severities) per billion vehicle miles for Buckinghamshire, South East and England.<sup>58</sup> It shows that the county has a lower accident rate compared to regional and national averages. The reported road accident rate for Buckinghamshire in 2014 was 34% lower than the 2005-2009 average, a greater reduction than the South East (12%) and the English average (20%).

4.5.13 Figure 4.10 shows 'Killed or Seriously Injured' (KSI) casualty rates between 1999 and 2014. The routes with the highest KSI rates (on a per passenger kilometre basis) are the A4, the B470 and the A40.<sup>59</sup> Between 1999 and 2014 there has been a significant reduction in KSI casualty rates. That said, since around 2008 KSI rates have increased slightly.

58. Department for Transport (2014) Road statistics [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/10183/ras30040.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/10183/ras30040.xls) (Accessed December 2015).

59. Routes less than 2 km in length have been disregarded.

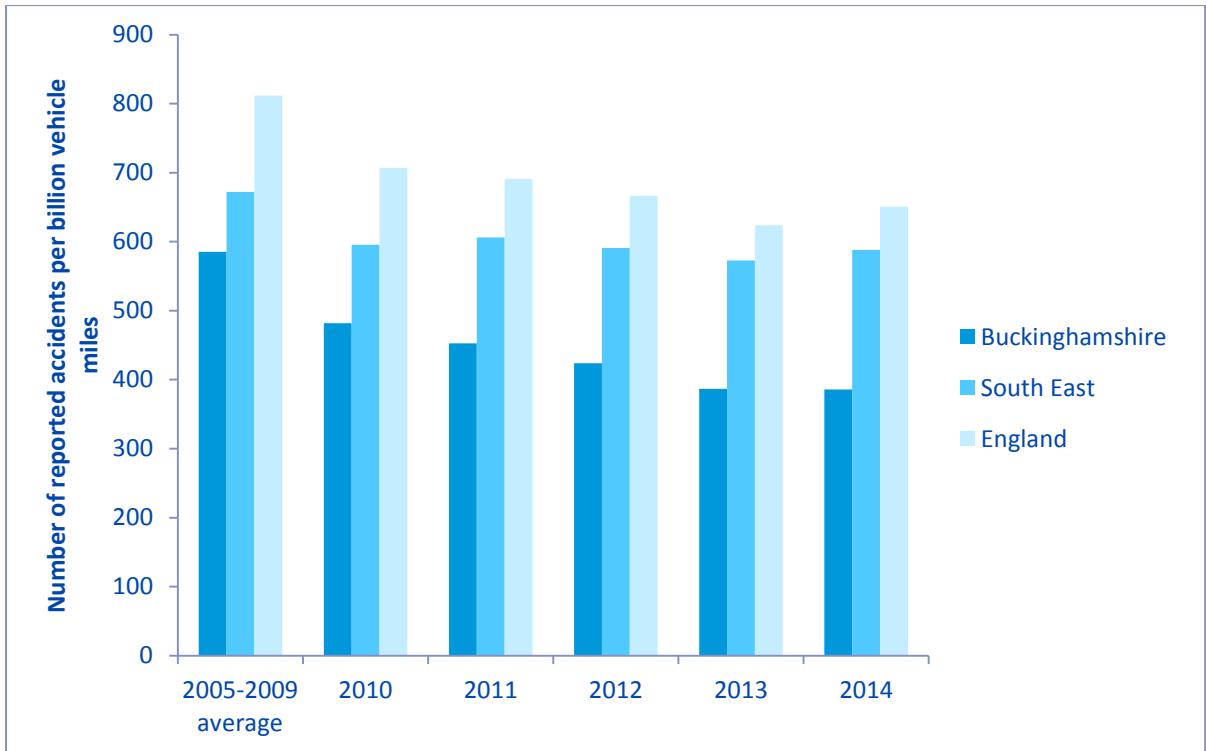


Figure 4.9: Casualty rate per billion vehicle miles for Buckinghamshire, South East and England (2005-2014)

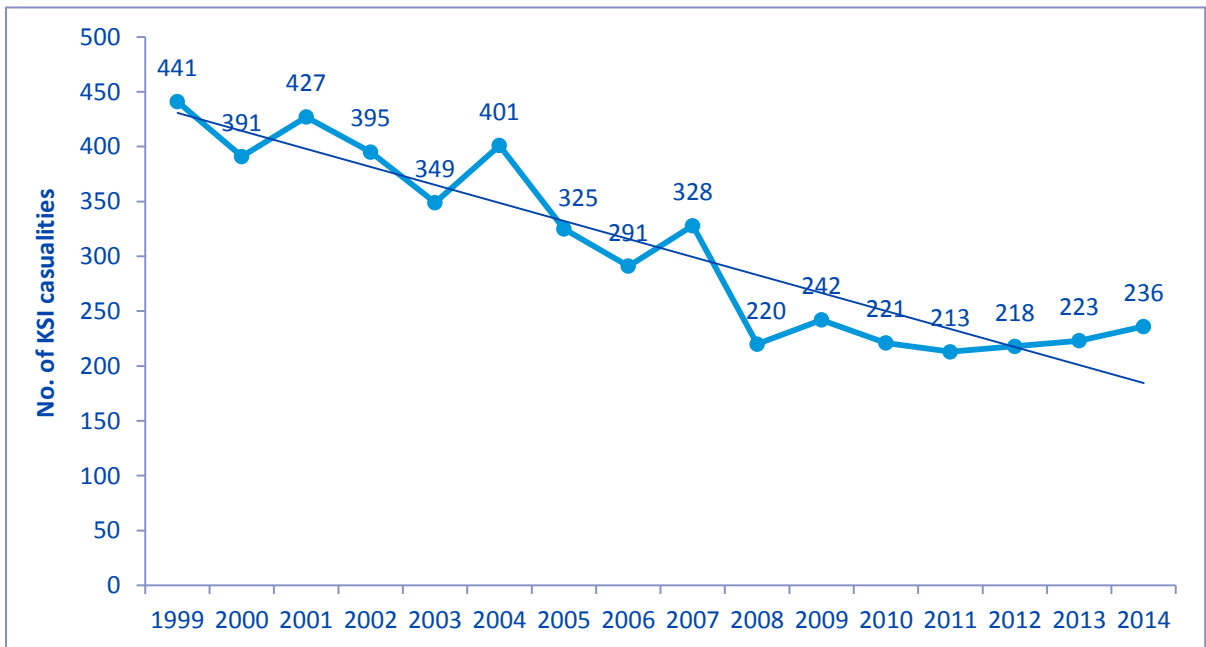


Figure 4.10: Number of KSI casualties registered in Buckinghamshire (1999-2014)

## Noise

4.5.14 As shown in Figure 4.11, there are three main clusters of noise important areas (NIA) within Buckinghamshire.<sup>60</sup> The first one is along the M40, particularly between Stokenchurch and Beaconsfield. The second NIA is a section of the A421 slightly south of Buckingham. The third and most important cluster is around Aylesbury, particularly on the following roads:

- Douglas Road (A4157)
- Tring Road (A41)
- Wendover Road (A413)
- Aylesbury Road, followed by London Road

## FUTURE BASELINE

4.5.15 The population of Buckinghamshire is predicted to grow in the future as well have an increased proportion of older persons. In this context, accessibility to existing and new health and community facilities is likely to become increasingly important.

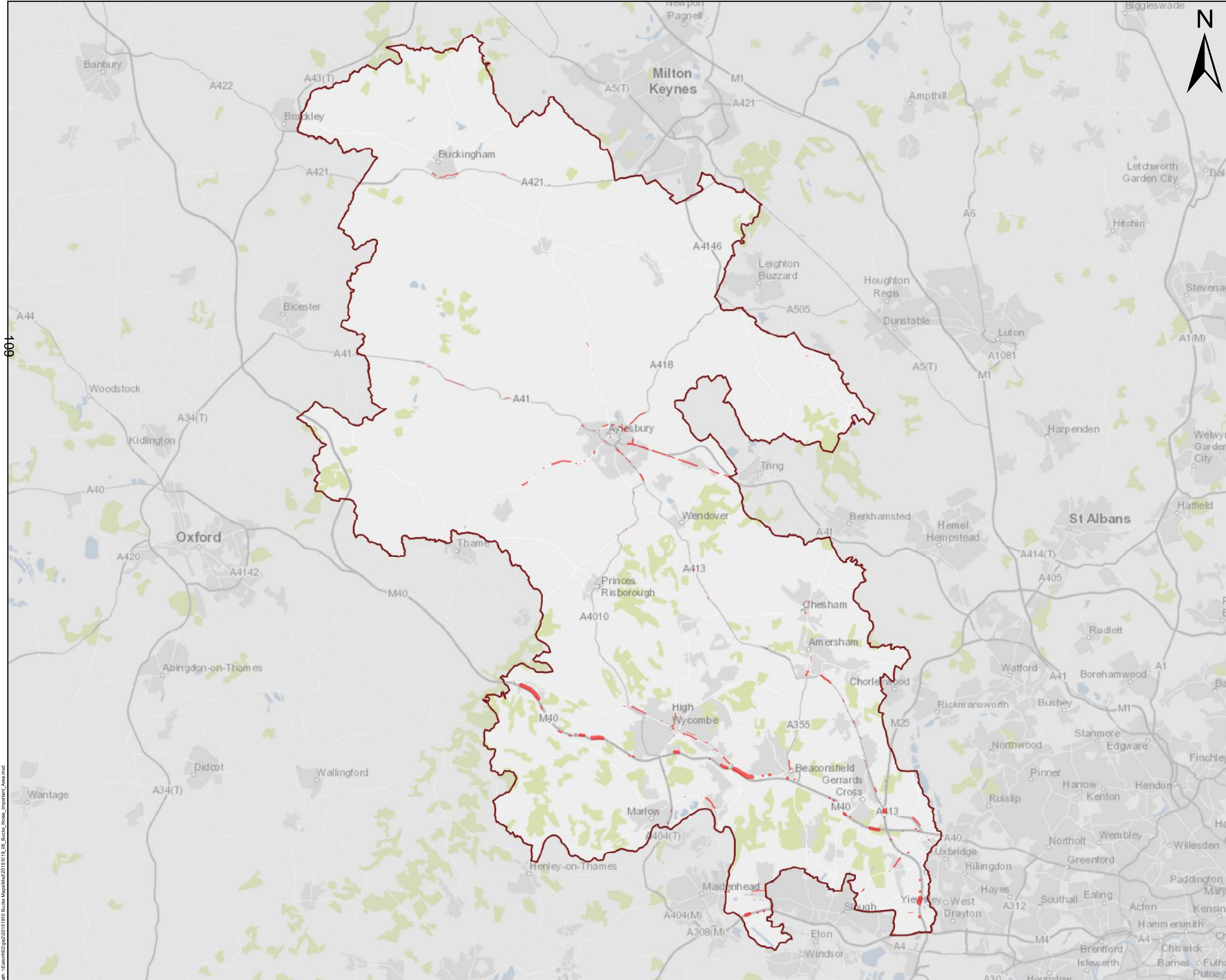
4.5.16 Obesity is seen as an increasing issue by health professionals, and one that will contribute to significant health impacts on individuals, including increasing the risk of a range of diseases, including heart disease, diabetes and some forms of cancer. Transport planning will play a key role in encouraging active transport choices (e.g. walking and cycling) as well as accessibility to sports and recreation facilities.

4.5.17 Regarding road safety, casualty rates are expected to continue to decrease as continuous improvements are expected regarding road safety and vehicles' performances.

4.5.18 Finally, noise important areas are predicted to continue unless specific measures are undertaken to reduce them.

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60. HM Government (2015) Noise Action Planning Important Areas Round 2 England [online] available at: <https://data.gov.uk/dataset/noise-action-planning-important-areas-round-2-england> (Accessed October 2015).



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- Notes
- Buckinghamshire Boundary
  - Noise Important Area

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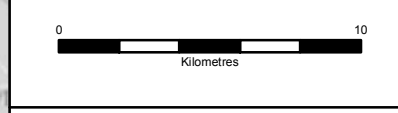
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.11: Noise important areas within Buckinghamshire**

Scale at A3: **1:250,000**

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Stage 1 check	JL	Stage 2 check	PM
Originated	PM	Date	19/10/2015



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Drawing Number	<b>20151019_06</b>	Rev	-
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## 4.6 HISTORIC ENVIRONMENT

### CONTEXT

- 4.6.1 Key messages from the NPPF include:
- heritage assets should be recognised as an ‘irreplaceable resource’ that should be conserved in a ‘manner appropriate to their significance’, taking account of ‘the wider social, cultural, economic and environmental benefits’ of conservation, whilst also recognising the positive contribution new development can make to local character and distinctiveness;
  - set out a ‘positive strategy’ for the ‘conservation and enjoyment of the historic environment’, including those heritage assets that are most at risk; and
  - contain a clear strategy for enhancing the built and historic environment.
- 4.6.2 Key messages from the Convention for the Protection of the Architectural Heritage of Europe 1985 (Granada Convention) include:
- defines ‘architectural heritage’ as well as member states statutory measures to protect it;
  - promise to provide funding, within budgetary limitations, to promote general enhancement of surrounding groups; and
  - signatories integrate conservation policies in their planning systems that promote conservation and enhancement of architectural heritage.
- 4.6.3 Key messages from the Valletta Convention on the Protection of the Archaeological Heritage of Europe include:
- all remains and objects, as well as any other traces of past humankind are considered to be of archaeological heritage;
  - signatories make and maintain inventory of archaeological heritage;
  - signatories legislate for the protection of archaeological heritage.
- 4.6.4 Key messages from the Ancient Monuments and Archaeological Areas Act 1979 relate to the protection of nationally important ‘ancient monuments’. These are scheduled ancient monuments and any other monument which in the opinion of the Secretary of State is of public interest by any reason attaching to it.
- 4.6.5 Key messages from the Planning (Listed Buildings and Conservation Areas) Act 1990 include:
- special regard should be given to the preserving of all listed buildings and their setting, and specifically any special architectural or historic interest which it possesses; and
  - local planning authorities must pay special attention planning applications or schemes that affect a conservation area. Special attention should be given to preserving or enhancing the character or appearance of these areas.
- 4.6.6 The Heritage at Risk register compiled annually by Historic England only applies to England and does not include grade II listed buildings at risk outside London, except those that are places of worship. Heritage assets are split into a number of categories namely; buildings, places of worship, scheduled monuments, registered parks and gardens, registered battlefields, protected wreck sites and conservation areas.

4.6.7 The Government's Statement on the Historic Environment for England sets out its vision for the historic environment.<sup>61</sup> It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Also of note is the reference to promoting the role of the historic environment within the government's response to climate change and the wider sustainable development agenda.

## BASELINE

### CURRENT BASELINE

4.6.8 The county has extensive prehistoric and Roman activity including roads, such as Akeman Street Roman Road and the Lower Icknield way which has probable prehistoric origins together with small Roman towns such as Fleet Marston. The current boundaries of the county were enforced in the 20th century.

4.6.9 In addition, around 40% of the county's enclosed land area has remained unchanged for 200 years.<sup>62</sup> Buckinghamshire has many historic towns and villages which contribute to the county's heritage. Key historic towns and villages are:

- Aylesbury Vale district: Aylesbury; Brill; Buckingham; Great Horwood; Haddenham; Ivinghoe; Long Crendon; Wendover; Whitchurch; Winslow;
- Chiltern district: Amersham; Chalfont St. Peter; Chesham; Great Missenden;
- South Bucks district: Beaconsfield; Burnham; Denham; Gerrards Cross; and
- Wycombe district: High Wycombe; Marlow; Princes Risborough.

4.6.10 Figure 4.12 identifies Buckinghamshire's heritage sites, which include 5,836 listed buildings, 146 scheduled monuments<sup>63</sup>, 36 historic registered parks and gardens (RPG).<sup>64</sup> Figure 4.12 also shows that the majority of listed buildings are located in urban centres, such as Buckingham of Aylesbury, whilst scheduled monuments and RPGs are distributed across the county. Additionally there are undesignated heritage assets including structures, landscapes, places, sites and finds of archaeological, architectural, artistic or historical interest, some of which are recorded on Buckinghamshire's Historic Environment Record<sup>65</sup>. There will also be heritage assets which are not recorded such as buried archaeological remains.

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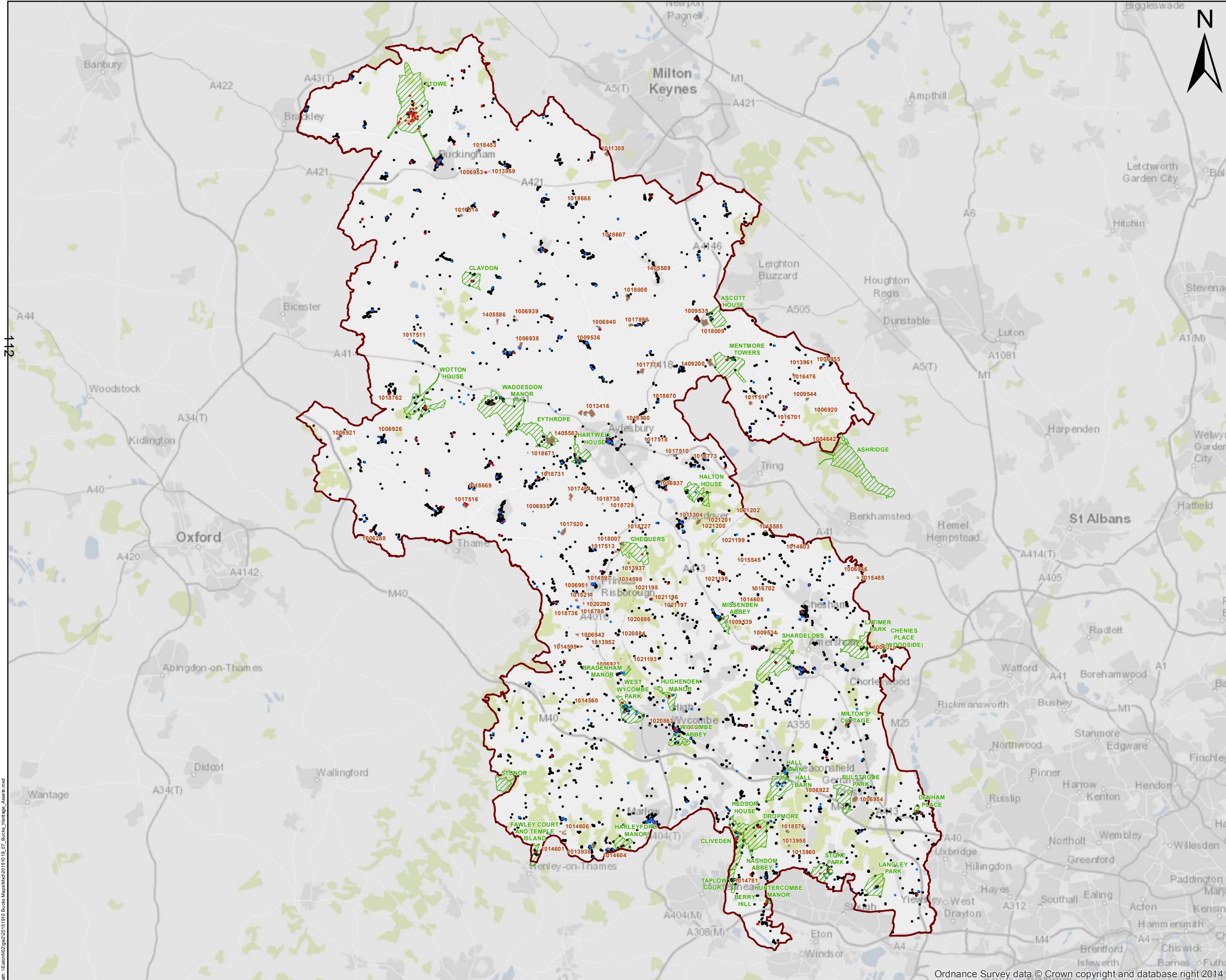
61. HM Government (2010) The Government's Statement on the Historic Environment for England [online] available at: [http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/reference\\_library/publications/6763.aspx](http://webarchive.nationalarchives.gov.uk/+http://www.culture.gov.uk/reference_library/publications/6763.aspx) (Accessed December 2015).

62. BCC (2006) Historic Landscape Profile – Buckinghamshire [online] available at: [http://www.buckscc.gov.uk/media/130312/A\\_HLC\\_File2.pdf?bcsi\\_scan\\_E956BCBE8ADBC89F=0&bcsi\\_scan\\_filename=A\\_HLC\\_File2.pdf](http://www.buckscc.gov.uk/media/130312/A_HLC_File2.pdf?bcsi_scan_E956BCBE8ADBC89F=0&bcsi_scan_filename=A_HLC_File2.pdf) (Accessed December 2015).

63. Ancient Monuments (2015) List of Ancient Monuments [online] available at: <http://www.ancientmonuments.info/monuments> (Accessed December 2015).

64. Historic England (n.d.) The List: Advanced Search Parameters: Location = Buckinghamshire; Heritage Category = Park and Garden [online] available at: <http://list.historicengland.org.uk/advancedsearch.aspx#> (Accessed December 2015).

65. Historic environment records (2015) [online] available at: <http://www.buckscc.gov.uk/leisure-and-culture/archaeology/historic-environment-records/> (Accessed February 2016).



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- Notes
- Buckinghamshire Boundary
  - Parks and Gardens
  - Scheduled Monument
- Listed Building (Grade)
- I
  - II
  - II\*

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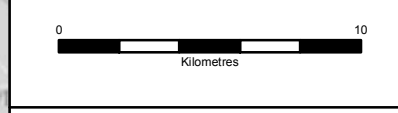
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.12: Heritage assets within Buckinghamshire**

Scale at A3: **1:250,000**

Drawn: AD	
Stage 1 check: JL	Stage 2 check: PM
Originated: PM	Date: 19/10/2015



Drawing Number: <b>20151019_07</b>	Rev: -
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## FUTURE BASELINE

- 4.6.11 Increases in traffic, population and resulting development have the potential to impact upon heritage assets both directly and indirectly into the future, although these impacts are difficult to predict. However, there are a number of known factors which could result in change.
- 4.6.12 It is predicted that the proposed HS2 railway, which would pass through the county could lead to the destruction or amenity degradation of certain historical sites above and below ground, such as the church and graveyard of Old Stoke Mandeville<sup>66</sup> and the grade I listed Waddesdon Manor RPG<sup>67</sup>. The western section (Phase 1) of the East West Rail project, which would provide train services between Milton Keynes and London Marylebone via Aylesbury would not have any significant effects on historic assets in the county.

## 4.7 LAND AND SOIL RESOURCES

### CONTEXT

- 4.7.1 The EU's '*Soil Thematic Strategy*' presents a strategy for protecting soil resources in Europe.<sup>68</sup> The main aim of the strategy is to minimise soil degradation and limit associated detrimental effects linked to water quality and quantity, human health, climate change, biodiversity, and food safety. It sets out the following: a proposed legislative framework for the protection and sustainable use of soil, in order to integrate soil protection into national and EU policies; measures to improve knowledge of soil functions; and measures to increase public awareness. It also seeks to establish rational land use planning practices at all levels of government to ensure the sustainability of soils, consistent with a 'precautionary principle' used by the EU in establishing environmental policy.
- 4.7.2 Key messages from the NPPF include:
- protecting and enhancing soils taking into account the value of best and most versatile agricultural land;
  - preventing new or existing development from being 'adversely affected' by the presence of 'unacceptable levels' of soil pollution or land instability and be willing to remediate and mitigate 'despoiled, degraded, derelict, contaminated and unstable land, where appropriate'; and
  - 'encouraging the effective use of land' through the reuse of land which has been previously developed, 'provided that this is not of high environmental value'.

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66. Buckinghamshire Archaeological Society (2015) HS2: Heritage on the Line [online] available at: <http://www.bucksas.org.uk/hbgprojects/hs2places.html> (Accessed December 2015).

67. High Speed Two (HS2) Limited (2013) London-West Midlands Environmental Statement: Volume 5 Technical Appendices: CFA12 Waddesdon and Quainton Impact Assessment Tables (CH-003-012) Cultural Heritage [online] available at: [http://webarchive.nationalarchives.gov.uk/20140806173413/http://assets.dft.gov.uk/hs2-environmental-statement/volume-5/cultural-heritage/Vol5\\_CFA12\\_Cultural\\_heritage\\_Impact\\_assessment\\_tables\\_CH-003-012.pdf](http://webarchive.nationalarchives.gov.uk/20140806173413/http://assets.dft.gov.uk/hs2-environmental-statement/volume-5/cultural-heritage/Vol5_CFA12_Cultural_heritage_Impact_assessment_tables_CH-003-012.pdf) (Accessed December 2015).

68. European Commission (2006) Soil Thematic Policy [online] available at: [http://ec.europa.eu/environment/soil/index\\_en.htm](http://ec.europa.eu/environment/soil/index_en.htm) (Accessed December 2015).

- 4.7.3 In the Defra report '*Safeguarding our Soils: A strategy for England*' a vision is set out for the future of soils in the country.<sup>69</sup> An element of this vision is the condition of soils in urban areas, which are to be 'sufficiently valued for the ecosystem services they provide and given appropriate weight in the planning system'. Good quality soils in urban areas are recognised as being 'vital in supporting ecosystems, facilitating drainage and providing urban green spaces for communities'. That planning decisions take sufficient account of soil quality is a concern of the report, in particular in cases where 'significant areas of the best and most versatile agricultural land are involved'. Preventing the pollution of soils and addressing the historic legacy of contaminated land is another element of the reports vision.
- 4.7.4 In terms of future trends, the report notes that pressures on soils and competition for land is likely to increase in future as a result of population growth, As a result, the effects of these trends and the 'changing demands on our soils' needs to be better understood and it must be ensured that 'appropriate consideration is given to soils in the planning process'.

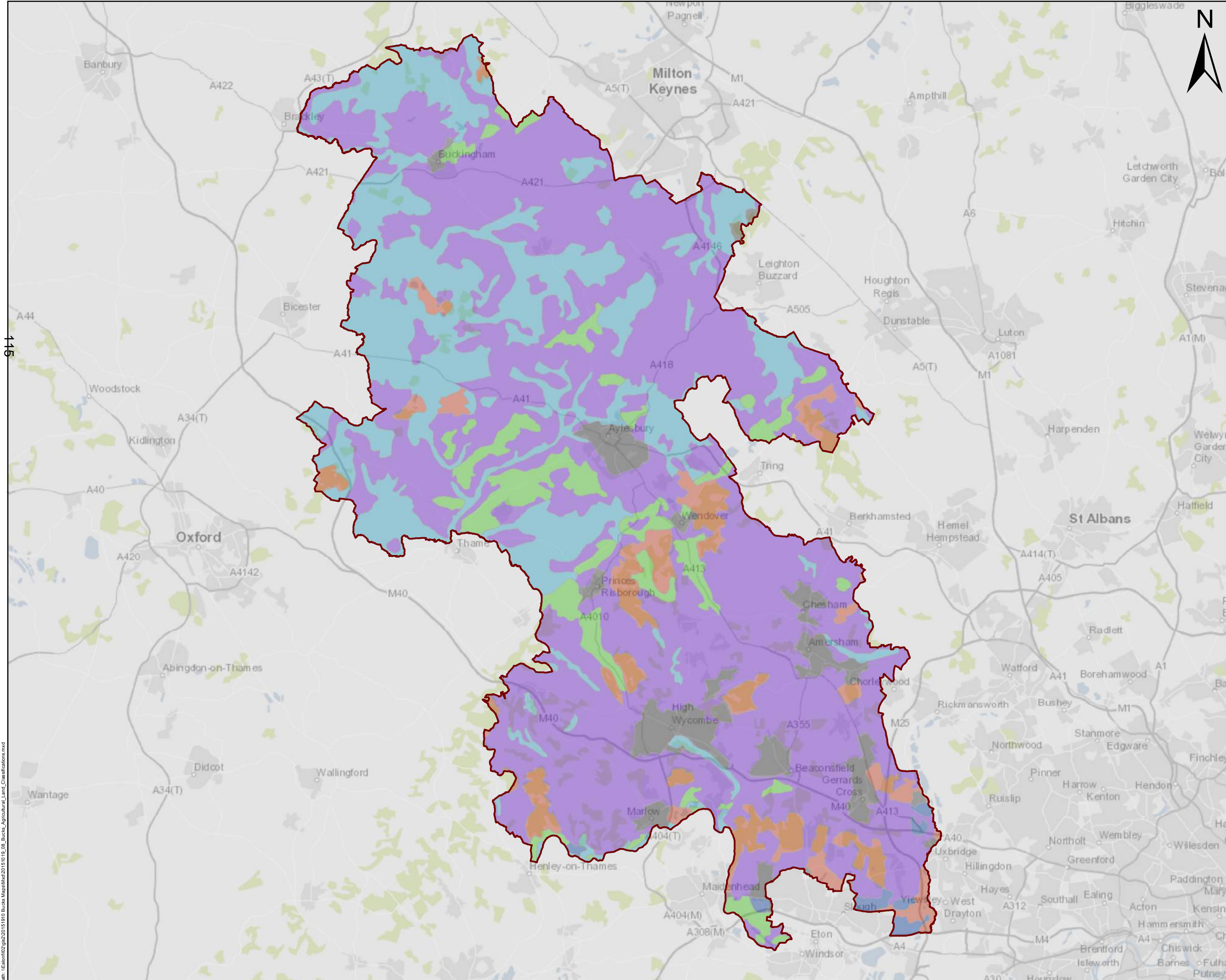
## BASELINE

### CURRENT BASELINE

- 4.7.5 The county is predominantly rural and in agricultural use. The Defra Agricultural Land Classification (ALC) grades the quality of agricultural land according to climatic factors (including temperature and rainfall), site factors (including gradient and flood risk) and soil characteristics (including texture, structure, depth and stoniness). Most of Buckinghamshire falls within grade 3 of Defra's ALC. The majority of the higher quality grade 1 (excellent) and 2 (very good) agricultural land is in the south of Aylesbury Vale district and the north of Wycombe district, as shown in Figure 4.13. The split of the grade 3 land between grade 3a (good) and lower grade 3b (moderate) is not known. Where significant development of agricultural land is unavoidable, the planning system encourages development (including for minerals and waste) on lower-grade agricultural land (grades 3b, 4 and 5) in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations. The presence of best and most versatile agricultural land (land in grades 1, 2 and 3a) should be taken into account alongside other sustainability considerations in site selection processes for the plan. The quality of soils should be improved through restoration where possible.

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69. Department for the Environment, Food & Rural Affairs (2009) Safeguarding our soils: A strategy for England [online] available at: <http://webarchive.nationalarchives.gov.uk/20130402151656/http://archive.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf> (Accessed December 2015).



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- Notes
- Buckinghamshire Boundary
- Agricultural Land Classification**
- Grade 1
  - Grade 2
  - Grade 3
  - Grade 4
  - Grade 5
  - Non-Agricultural
  - Urban

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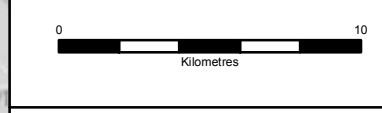
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.13: Agricultural land classification within Buckinghamshire**

Scale at A3: **1:250,000**

Drawn	AD	Originated	PM	Date	19/10/2015
Stage 1 check	JL	Stage 2 check	PM		



Drawing Number	<b>20151019_08</b>	Rev	-
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## FUTURE BASELINE

- 4.7.6 Economic growth and increasing population will place additional pressure on agricultural land as land, for development becomes more of a premium. Development on previously undeveloped land seals in soils, preventing their use for agriculture.
- 4.7.7 As other development occurs and population increases provide a further demand for new development, competition for land use is likely to intensify. As current land use classifications such as Defra's ALC are unlikely to change, it is recommended that new transport developments are centred on either brownfield sites, or agricultural land which is considered lower grade (grades 3b to 5) wherever possible.

## 4.8 LANDSCAPE

### CONTEXT

- 4.8.1 The European Landscape Convention (ELC) came into force in the UK in March 2007. The ELC defines landscape as: *'An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.'* It recognises that the quality of all landscapes matters – not just those designated as 'best' or 'most valued'. Among other things, the ELC commits all signatories to establishing and implementing policies aimed at landscape protection, management and planning / integrating landscape into town planning, cultural, environmental, agricultural, social and economic policies.
- 4.8.2 Key messages in the NPPF include:
- protect and enhance valued landscapes;
  - considerable weight should be given to conserving landscape and scenic beauty in areas of outstanding natural beauty (AONB), which have the highest status of protection in relation to landscape and scenic beauty;<sup>70</sup> and
  - consider the effects of climate change in the long term, including in terms of landscape and adopt 'proactive strategies' to manage risks including well planned green infrastructure.

## BASELINE

### CURRENT BASELINE

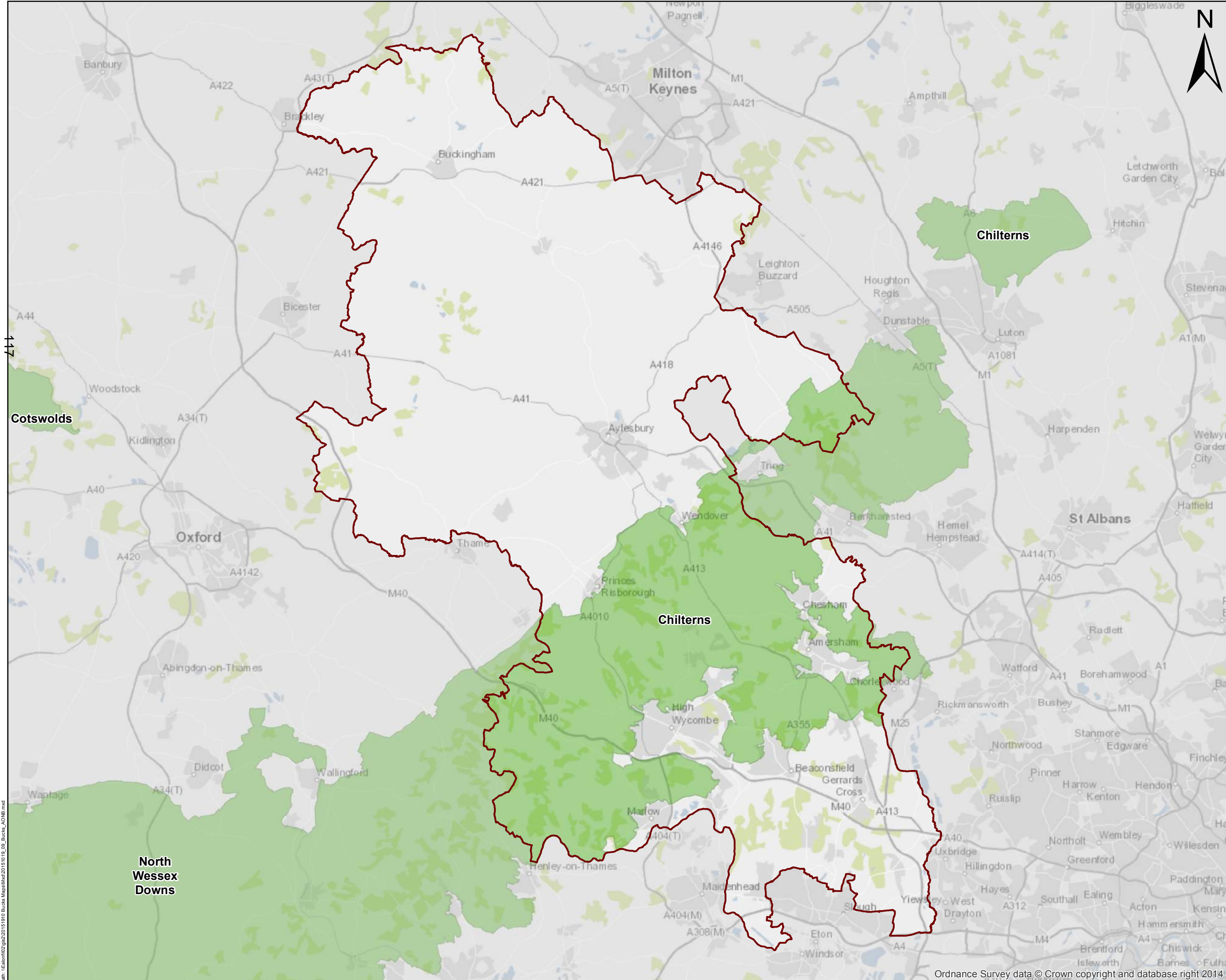
- 4.8.3 Buckinghamshire is known for its diverse and high quality landscape, which has gradually been influenced by humans through processes such as farming, settlement and trade over hundreds of years.<sup>71</sup> Approximately half of the county lies in the nationally designated Chilterns AONB, which covers the centre of the county. This area was developed to protect the most valued landscape areas and is covered by legislation; The Chilterns Conservation Board has developed a plan to manage the area.<sup>72</sup>

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70. AONBs are designated under the National Parks and Countryside Act 1949 to conserve and enhance natural beauty.

71. BCC (2006) Buckinghamshire & Milton Keynes Historic Landscape Characterisation: County Archaeological Service 2006 [online] available at: [http://www.buckscc.gov.uk/media/130308/A\\_HLC\\_File1.pdf?bcsi\\_scan\\_AB11CAA0E2721250=0&bcsi\\_scan\\_file\\_name=A\\_HLC\\_File1.pdf](http://www.buckscc.gov.uk/media/130308/A_HLC_File1.pdf?bcsi_scan_AB11CAA0E2721250=0&bcsi_scan_file_name=A_HLC_File1.pdf) (Accessed December 2015).

72. The Chilterns Conservation Board (2014) Chilterns Area of Outstanding Natural Beauty Management Plan 2014-2019 [online] available at: [http://www.chilternsaonb.org/uploads/files/ConservationBoard/ManagementPlan/Management%20Plan%202014-19/chilterns\\_management\\_plan\\_2014-19\\_final.pdf](http://www.chilternsaonb.org/uploads/files/ConservationBoard/ManagementPlan/Management%20Plan%202014-19/chilterns_management_plan_2014-19_final.pdf) (Accessed December 2015).



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- Notes
- Buckinghamshire Boundary
  - AONB

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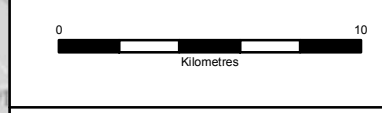
Drawing Status: **FINAL**

Job Title: **Buckinghamshire LTP4 SEA**

Drawing Title: **Figure 4.14: Chilterns Area of Outstanding Natural Beauty**

Scale at A3: **1:250,000**

Drawn	AD		
Stage 1 check	JL	Stage 2 check	PM
		Originated	PM
		Date	19/10/2015



Drawing Number: **20151019\_09** Rev: -

- 4.8.4 The majority of the Chilterns AONB (shown in Figure 4.14) is located within Buckinghamshire as well as Oxfordshire, Hertfordshire and Bedfordshire and contains a network of statutory and non-statutory designated areas which cover 11.4% of the AONB.
- 4.8.5 In addition, the county is currently designated as having areas of attractive landscape and distinct local landscape areas. Any transport development would need to consider impacts upon such designations and, additionally, upon the historic landscape.
- 4.8.6 Approximately 50,000 ha of Buckinghamshire's land is designated as Metropolitan Green Belt Land by the NPPF (policy 1.9) This policy aims 'to prevent urban sprawl by keeping land permanently open'.<sup>73</sup> The policy lists the five purposes of designating land as Green Belt as:
- to check the unrestricted sprawl of large built-up areas;
  - to prevent neighbouring towns from merging into one another;
  - to assist in safeguarding the countryside from encroachment;
  - to preserve the setting and special character of historic towns; and
  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

#### FUTURE BASELINE

- 4.8.7 With the majority of Buckinghamshire's landscape having remained untouched for many years, it is likely that the future baseline will look fairly similar to that of the present. However, there are several factors which could result in change.
- 4.8.8 It is predicted that the proposed HS2 railway, which will pass through the county, could impact the visual landscape. New and/or upgraded transport infrastructure in the county has the potential to cause small incremental changes in landscape and townscape character and quality. This includes from the loss of landscape features and visual impact.
- 4.8.9 In addition, increased pressure from population growth in and around Buckinghamshire could potentially see some Green Belt land or unoccupied brownfield sites redeveloped to ease the housing demand.

## 4.9 POPULATION AND COMMUNITIES

### CONTEXT

- 4.9.1 In 2010, the European Union published its strategy for achieving growth up until 2020.<sup>74</sup> This strategy focuses on smart growth, through the development of knowledge and innovation; sustainable growth, based on a greener, more resource efficient and more competitive economy; and inclusive growth, aimed at strengthening employment, and social and territorial cohesion.
- 4.9.2 The NPPF states that:
- the planning system can make a contribution to building a strong, responsive economy by 'ensuring that sufficient land of the right type is available in the right places and at the right time to support

73. National planning policy for Green Belts can be found in Planning Policy Guidance (PPG) 2: Green Belts; data on Green Belt in Buckinghamshire from BCC internal research data (last checked December 2015).

74. European Commission (2010) Europe 2020: A strategy for smart, sustainable and inclusive growth [online] available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:2020:FIN:EN:PDF> (Accessed December 2015).

growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure’;

- planning should support competitive town centre environments and only consider edge of town developments where they have good access and will not threaten the viability of town centres;
- the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities;
- promote the retention and development of local services and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship;
- ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- places should contain clear and legible pedestrian routes, and high quality public spaces, which encourage the active and continual use of public areas.

4.9.3 The Select Committee on Public Service and Demographic Change report ‘Ready for Ageing?’ warns that society is underprepared for the ageing population.<sup>75</sup> The report says that ‘longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises’. Key projections about ageing include 51% more people aged 65 and over and 101% more people aged 85 and over in England in 2030 compared to 2010; and a 90% increase in people with moderate or severe need for social care for the same time period. Organisations involved in urban planning will need to adjust to an older population and will have an important role to play in preventing the social isolation of older citizens.

4.9.4 The Local Growth White Paper notes that government interventions should support investment that will have a long term impact on growth, working with markets rather than seeking to create artificial and unsustainable growth. In some cases this means focusing investment at areas with long term growth challenges, so that these areas can undergo transition to an economy that responds to a local demand. Places that are currently successful may also wish to prioritise activity to maximise further growth by removing barriers, such as infrastructure constraints.

4.9.5 Specific examples of areas where it makes sense for government intervention to tackle market failures include: investment in infrastructure; tackling barriers such as transport congestion and poor connections; other support to areas facing long term growth challenges where this can help them manage their transition to growth industries; and strategic intervention where it can stimulate private sector investment in new green technology in strategic locations.

4.9.6 Finally, the White Paper identifies that economic policy should be judged on the degree to which it delivers strong, sustainable and balanced growth of income and employment over the long-term.

4.9.7 More specifically, growth should be: broad-based industrially and geographically, ensuring everyone has access to the opportunities that growth brings (including future generations), whilst also focused on businesses that compete with the best internationally.

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75. Select Committee on Public Service and Demographic Change (2013) Ready for Ageing? [online] available at: <http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/> (Accessed December 2015).

- 4.9.8 The 2012 DfT report ‘*Resource guide for local authorities: Transport solutions for older people*’ identifies a number of barriers that older people face in using transport systems.<sup>76</sup> It notes that local transport plans offer “the opportunity to tackle these barriers in a clear and systematic way. Any improvements will benefit not just older people but improve access for many other members of the community”.
- 4.9.9 The resource guide covers a wide range of transport issues facing older people including affordability (given many older people are likely to be on fixed incomes) and accessibility in terms of providing transport options to destinations older people need to access. The guide also notes that nationally the number of older people in rural areas has increased at a faster rate than in urban areas, particularly those aged over 85. It goes on to notes that “a lack of frequent, accessible public transport is a particular concern for people living in rural areas. It may, therefore, be necessary to consider alternative transport solutions and innovative means of service delivery to help maintain access to key health, shopping and leisure facilities”.
- 4.9.10 The Buckinghamshire Thames Valley Local Enterprise Partnership, in its strategic economic plan (2012-2031) and its Local Growth Deal (2015-2016), emphasised on the need to enhance Buckinghamshire’s connectivity and, in particular, its transport infrastructure.<sup>77</sup> It states the need to:
- secure funding for enhancing major highways improvements, important rail projects and in general be able to create a five years strategic programme of nationally and locally significant transport schemes;
  - secure Office for Low Emission Vehicles funding to support a strategic rollout of electric vehicle rapid charge points;
  - improve transport connectivity in the north of the county to provide economic opportunities; and
  - improve rural public transport provision in order to reduce current heavy reliance on car transport.

## BASELINE

### CURRENT BASELINE

#### Population

- 4.9.11 Buckinghamshire covers an area of around 156,000 ha, and has a population of approximately 505,000 (2013 mid-year estimate) spread over four districts: Aylesbury Vale, Chiltern, South Bucks and Wycombe.<sup>78</sup> Aylesbury Vale district accounts for around 60% of the county by area, but is home to only around 35% of the population, which is concentrated in the main towns of Aylesbury and Buckingham. The remaining 65% of the population lives in the more densely populated southern part of the county, and is concentrated in the urban areas of High Wycombe, Amersham, Chesham, Beaconsfield and Gerrards Cross.

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76. Department for Transport (2012) Resource guide for Local Authorities: Transport solutions for older people [online] available at: <https://www.gov.uk/government/publications/transport-solutions-for-older-people> (Accessed December 2015).

77. Buckinghamshire Thames Valley Local Enterprise Partnership (2015) Strategic economic plan (2012-2031) and Local Growth Deal (2015-2016) [online] available at: <http://www.buckstvllep.co.uk/uploads/downloads/5CFINAL%20DRAFT%20BTVLEP%20SEP.pdf> (Accessed December 2015)

78. Buckinghamshire County Council (2014) Buckinghamshire’s demography, 2013 [online] available at: <http://www.buckscc.gov.uk/media/2385615/Buckinghamshires-demography-2013.pdf> (Accessed December 2015).



- 4.9.12 Table 4.2 highlights the age structure of Buckinghamshire, compared with the South East and national averages. The data indicates the total population of each age group, and the percentage of that group within the total population of each area. The distribution of age groups is relatively even across Buckinghamshire, with no single area containing a significant proportion of any one age group.

**Table 4.2: Population age structure in Buckinghamshire**

AGE GROUP	BUCKINGHAMSHIRE	SOUTH EAST	ENGLAND
0-15	104,516 (20.3%)	1,676,085 (19.1%)	10,209,238 (19.0%)
16-64	319,766 (62.0%)	5,511,357 (62.7%)	34,351,400 (63.8%)
64+	91,814 (17.8%)	1,605,184 (18.3%)	9,305,179 (17.3%)
Totals	516,096 (100%)	8,792,626 (100%)	53,865,817 (100%)

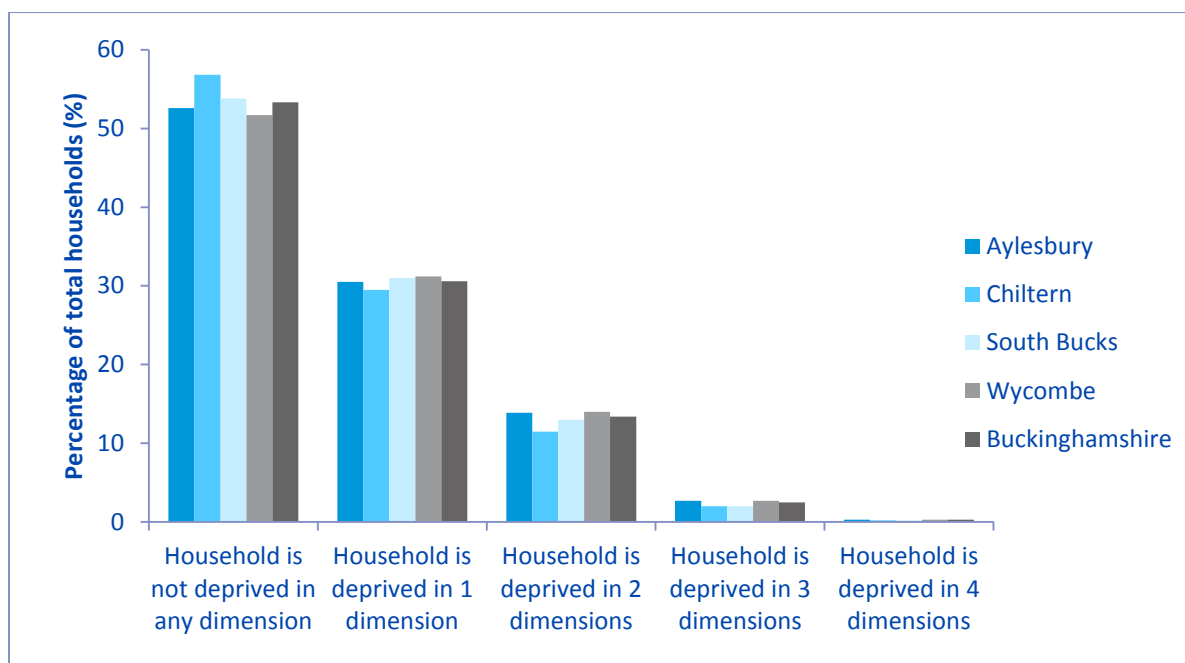
- 4.9.13 In terms of ethnicity, 81.1% of the population in the plan area is classed as White British. This is slightly lower than the average levels in the South East (85.2%), and marginally higher than the national average (79.8%). Within Buckinghamshire, 8.6% of the population is Asian, and 2.1% is Black, which is higher than the respective regional averages (5.2% and 1.6%), but relatively consistent with the respective national averages (7.8% and 3.5%).<sup>79</sup> At the time of the 2011 census, there were 614 Gypsy or Irish Traveller residents in Buckinghamshire, representing 1.1% of the national total.

### Deprivation

- 4.9.14 Figure 4.15 shows the indices of multiple deprivation (IMD) across the county and indicates that the Chiltern district is the least deprived area, consisting of 56.8% households which are not deprived in any dimension.<sup>80</sup>

79. Office for National Statistics (2012) Census 2011 Ethnic Group (KS201EW) [online] available at: <http://www.ons.gov.uk/ons/rel/census/2011-census/key-statistics-for-local-authorities-in-england-and-wales/rft-table-ks201ew.xls> (Accessed December 2015).

80. Office for National Statistics (2011) Census 2011, Households by Deprivation Dimensions, 2011 (QS119EW) [online] available at: <http://www.ons.gov.uk/ons/rel/census/2011-census/key-statistics-and-quick-statistics-for-wards-and-output-areas-in-england-and-wales/rft-qs119ew.xls> (Accessed December 2015).



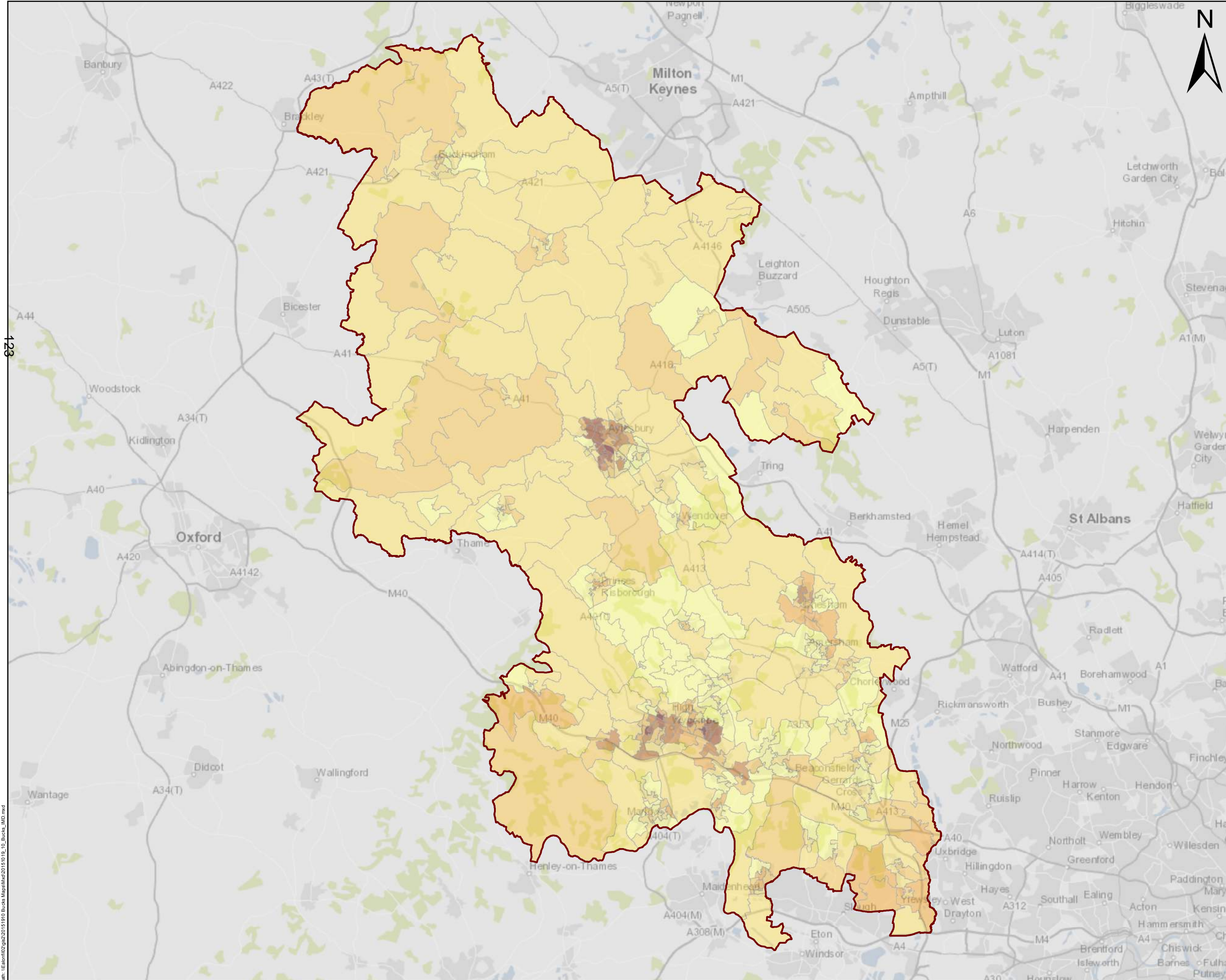
**Figure 4.15: Dimensions of deprivation across Buckinghamshire**

4.9.15 These deprivation dimensions are defined as where:

- any member of a household not a full-time student is either unemployed or long-term sick;
- no person in the household has at least national vocational qualification (NVQ)<sup>81</sup> level 2 education, and no person aged 16-18 is a full-time student;
- any person in the household has general health 'bad or 'very bad', or has a long term health problem; and
- the household's accommodation is either overcrowded, with an occupancy rating -1 or less, or is in a shared dwelling, or has no central heating.

4.9.16 Figure 4.16 shows that areas with the highest IMD levels are located within urban areas, such as Aylesbury and High Wycombe. In particular Figure 4.16 shows that the more densely populated southern half of the county experiences higher levels of deprivation than other parts of the county.

81. Based on NVQ levels, available at: <https://www.gov.uk/what-different-qualification-levels-mean/compare-different-qualification-levels> (Accessed January 2016).



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Notes

Buckinghamshire Boundary

**IMD Score by LSOA**

- < 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- > 30

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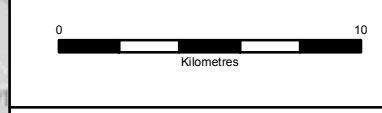
Buckinghamshire  
LTP4 SEA

Drawing Title

Figure 4.16: Indices of  
multiple deprivation levels  
across Buckinghamshire

Scale at A3 1:250,000

Drawn AD		Originated PM	Date 19/10/2015
Stage 1 check JL	Stage 2 check PM		



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Drawing Number <b>20151019_10</b>	Rev -
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4.9.17

Figure 4.17 outlines the dimensions of deprivation in Buckinghamshire, the South East and England; the data shows that more households in Buckinghamshire (53.3%) are not deprived in any dimension than the regional (47.7%), or national (42.5%) averages. Overall, Figure 4.17 shows that Buckinghamshire is less deprived than both the regional and national average.

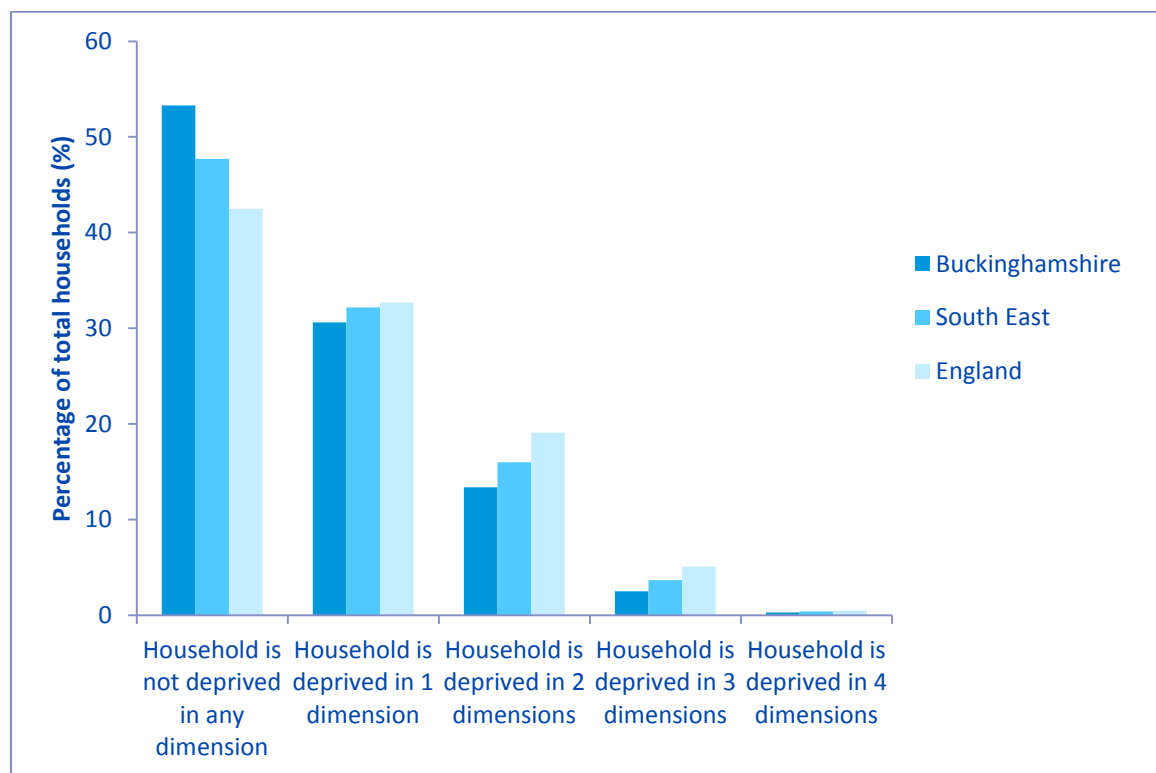


Figure 4.17: Dimensions of deprivation in Buckinghamshire, the South East and England

#### Education and economic activity

4.9.18

As shown in Figure 4.18, the population of Buckinghamshire is generally well qualified, with 34.8% of residents aged 16 and above having at least a NVQ level 4 qualification. This is significantly higher than regional (29.9%) and national (27.4%) averages. Fewer people in the plan area have no qualifications (16.8%), than South East (19.1%) and national average (22.5%).

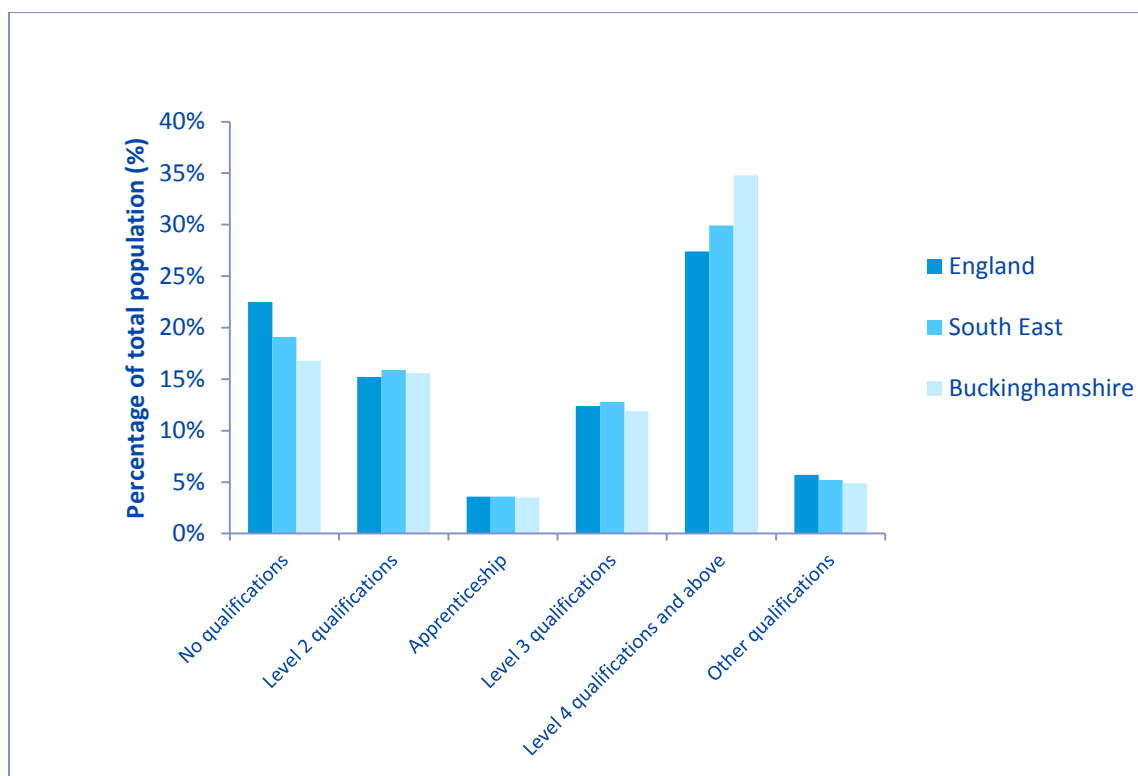


Figure 4.18: Levels of qualification (2011)

- 4.9.19 Buckinghamshire has a higher than average level of full-time employment (41.5%), compared to the South East (40.4%) and national (38.6%) averages, as outlined in Table 4.3. Further to this, the total proportion of those in any form of employment (full-time, self-employed, or part-time) in Buckinghamshire (67.7%) is higher than both the South East (65.2%) and national (62.1%) average.

Table 4.3: Economic activity in Buckinghamshire compared to regional and national levels

EMPLOYMENT STATUS	AYLESBURY	CHILTERN	SOUTH BUCKS	WYCOMBE	BUCKINGHAMSHIRE
Full-time	43.2%	38.4%	41.1%	41.6%	41.5%
Self-employed	12.3%	14.7%	14.3%	12.2%	12.9%
Part-time	14.0%	13.6%	11.8%	12.9%	13.3%
Unemployed	3.1%	2.7%	2.7%	3.2%	3.0%
Long-term unemployment	1.1%	1.0%	0.9%	1.2%	1.1%
Unemployed - never worked	0.3%	0.3%	0.3%	0.5%	0.4%
Retired	12.4%	15.4%	14.5%	12.7%	13.3%

- 4.9.20 Table 4.4 outlines economic activity within Buckinghamshire and demonstrates that the relative spread of employment status is consistent across the county. Although full-time employment within the Chiltern district is less than the other areas, the levels of self-employment and part-time employment are amongst the highest across the county.

**Table 4.4: Economic activity within Buckinghamshire**

EMPLOYMENT STATUS	BUCKINGHAMSHIRE	SOUTH EAST	ENGLAND
Full-time	41.5%	40.4%	38.6%
Self-employed	12.9%	11.0%	9.8%
Part-time	13.3%	13.8%	13.7%
Unemployed	3.0%	3.4%	4.4%
Long-term unemployed	1.1%	1.3%	1.7%
Unemployed - never worked	0.4%	0.4%	0.7%
Retired	13.3%	13.7%	13.7%

4.9.21 It should be noted that both Table 4.3 and Table 4.4 exclude data for students (part and full-time) and those looking after the home or family and therefore, the total numbers will not equal 100%. However, the proportions represented remain a valid reflection of the employment status for Buckinghamshire, the South East and nationally.

4.9.22 Table 4.5 outlines the proportion of Buckinghamshire residents who work in different industries and shows that 4.5% of those employed in Buckinghamshire work in transport and storage, with more employed in this industry in South Bucks (6.1%) than elsewhere within the county. This is consistent with the South East and national average. However, it is not possible to determine the exact proportion of those who are employed in the transport industry, as this has been combined with storage activities. Table 4.5 highlights that transport and storage industry is the 11th most important contributor to Buckinghamshire's employment.

**Table 4.5: Employment by industry in Buckinghamshire and its districts**

EMPLOYMENT STATUS	AYLESBURY	CHILTERN	SOUTH BUCKS	WYCOMBE	BUCKINGHAMSHIRE
Agriculture, forestry and fishing	1.3%	0.5%	0.3%	0.4%	0.7%
Mining and quarrying	0.1%	0.2%	0.4%	0.1%	0.1%
Manufacturing	8.0%	6.8%	7.6%	8.9%	8.0%
Electricity, gas, steam and air conditioning supply	0.2%	0.3%	0.6%	0.3%	0.3%
Water supply; sewerage, waste management and remediation activities	0.8%	0.5%	0.6%	1.0%	0.8%
Construction	7.7%	7.0%	7.8%	7.2%	7.4%
Wholesale and retail trade; repair of motor vehicles and motor cycles	16.2%	14.5%	14.6%	17.2%	16.0%
Transport and storage	4.3%	3.8%	6.1%	4.5%	4.5%
Accommodation and food service activities	4.1%	3.6%	4.9%	4.5%	4.3%
Information and communication	5.4%	7.7%	8.4%	7.7%	7.0%
Financial and insurance activities	4.0%	5.1%	4.0%	3.1%	3.9%
Real estate activities	1.4%	2.1%	2.0%	1.5%	1.6%
Professional, scientific and technical activities	7.7%	12.0%	10.3%	9.0%	9.2%
Administrative and support service activities	5.0%	4.9%	5.0%	5.0%	5.0%

EMPLOYMENT STATUS	AYLESBURY	CHILTERN	SOUTH BUCKS	WYCOMBE	BUCKINGHAMSHIRE
Public administration and defence; compulsory social security	7.0%	3.9%	4.2%	5.0%	5.4%
Education	10.3%	11.3%	8.9%	9.8%	10.1%
Human health and social work activities	11.6%	10.2%	9.2%	9.5%	10.4%
Other	5.0%	5.7%	5.2%	5.3%	5.3%

## FUTURE BASELINE

- 4.9.23 Buckinghamshire is experiencing rapid growth with significant impacts on infrastructure needs and investment within the County. The population of Buckinghamshire is projected to grow to 546,933 by 2021 and 582,760 by 2031.<sup>82</sup> This growth will ultimately result in both housing and employment growth, which along with associated infrastructure will need to be factored into predictions for transport demand. This growth will also result in a likely increase in traffic and demand for transport services.
- 4.9.24 Moreover, the distribution of Buckinghamshire's population is not even, with the southern part of the county densely populated compared to the north of the county. In particular, growth in Aylesbury Vale and Wycombe is above the national average, a trend which is set to continue. Therefore the location of transport infrastructure will need to take into account both currently high levels of quality of life and also potential spatial constraints.
- 4.9.25 The newly published recommendations for the draft Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) indicates that the County as a whole will need to plan for 50,000 new dwellings. This breaks down to 21,300 in Aylesbury Vale, 7,300 in Chiltern, 7,800 in South Bucks and 15,100 in Wycombe. However, due to constraints in a number of areas, districts may have to consider accommodating additional growth to meet unmet need from other areas.
- 4.9.26 All four districts are currently working on updating their local plans and allocating the areas for development.

## 4.10 WATER RESOURCES

### CONTEXT

- 4.10.1 The EU's 'Blueprint to Safeguard Europe's Water Resources' highlights the need for Member States to reduce pressure on water resources, for instance by using green infrastructure such as wetlands, floodplains and buffer strips along watercourses.<sup>83</sup> This would also reduce the EU's vulnerability to floods and droughts.
- 4.10.2 National water policies are primarily driven by the aims of the EC Water Framework Directive, as translated into national law by the Water Framework Regulations (2003). Key objectives include improving the quality of rivers and other water bodies to 'good ecological status' by 2015; considering flood risk at all stages of the plan and development process in order to reduce future damage to property and loss of life; and incorporating water efficiency measures into new developments.

82. Buckinghamshire Business First (BBF) (2014) Demographic Change in Buckinghamshire to 2021 [online] available from: <http://www.bbf.uk.com/research-and-reports#answer-social> (Accessed December 2015).

83. European Commission (2012) A Blueprint to Safeguard Europe's Water Resources [online] available at [http://ec.europa.eu/environment/water/blueprint/index\\_en.htm](http://ec.europa.eu/environment/water/blueprint/index_en.htm) (Accessed: December 2015).

- 4.10.3 The Directive drives a catchment-based approach to water management. In England there are 83 water catchments and it is Defra's intention to establish a 'framework for integrated catchment management' across England.<sup>84</sup> The Environment Agency is currently seeking to establish 'Significant Water Management Issues' within catchments with a view to presenting second river basin management plans to ministers in 2015.<sup>85</sup> These plans will seek to deliver the objectives of the WFD namely:
- enhance the status and prevent the further deterioration of aquatic ecosystems and associated wetlands which depend on aquatic ecosystems;
  - promote the sustainable use of water;
  - reduce the pollution of water, especially by 'priority' and 'priority hazardous' substances; and
  - ensure the progressive reduction of groundwater pollution.
- 4.10.4 In addition, the NPPF aims to prevent new development from contributing to, or being put at unacceptable risk from, water pollution.
- 4.10.5 The Water White Paper sets out the Government's vision for a more resilient water sector, where water is valued as the precious resource it is.<sup>86</sup> It states the measures that will be taken to tackle issues such as poorly performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources.
- 4.10.6 Commitments are made in the White Paper to 'encourage and incentivise water efficiency measures' on the demand side. Through these measures and the demand management measures set out in Water Resource Management Plan's for water companies, the Government aspires to reduce average demand to 130 litres per head, per day by 2030.
- 4.10.7 The avoidance of pollution is also a consideration in the White Paper, which led to a government consultation on a national strategy on urban diffuse pollution in 2012. The consultation report notes that pollutants affecting failing waterbodies can be broken down into a number of categories including point source pollution and diffuse pollution.<sup>87</sup> Transport infrastructure can contribute to diffuse pollution to waterbodies (e.g. untreated stormwater runoff from roads).

## BASELINE

### CURRENT BASELINE

- 4.10.8 A total of 1,600 km of watercourses exist in Buckinghamshire. There are four distinct river catchments within the county: the River Colne, River Thames, River Wye and Upper River Great Ouse. There are also other waterbodies of note, including the Grand Union Canal and several reservoirs. Smaller waterbodies also need to be considered, including streams, lakes and ponds.

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84. Department of Environment, Food & Rural Affairs (2013) Catchment Based Approach: Improving the quality of our water environment [online] available at: <https://www.gov.uk/government/publications/catchment-based-approach-improving-the-quality-of-our-water-environment> (Accessed: December 2015).

85. Environment Agency (2014) Public dialogue on Significant Water Management Issues [online] available at: <https://www.gov.uk/government/publications/public-dialogue-on-significant-water-management-issues> (Accessed December 2015).

86. Department of Environment, Food & Rural Affairs (2011) Water for life (The Water White Paper) [online] available at: <http://www.official-documents.gov.uk/document/cm82/8230/8230.pdf> (Accessed December 2015).

87. Department of Environment, Food & Rural Affairs (2012) Tackling water pollution from the urban environment: Consultation on a strategy to address diffuse water pollution from the built environment [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/82602/consult-udwp-doc-20121120.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/82602/consult-udwp-doc-20121120.pdf) (Accessed December 2015).



- 4.10.9 The quality of both ground and surface water varies across the county. The water quality of surface and groundwater can potentially be put at risk by transport infrastructure, so the prevention of inappropriate development is therefore important.
- 4.10.10 Environment Agency Catchment Abstraction Management Strategies (CAMS) covering the county show that water is becoming an increasingly scarce resource, from both groundwater and river sources, with additional future threats from climate change being predicted. It is therefore important to ensure that sites and development proposals do not have a significantly detrimental impact upon water availability, including avoiding disruption to water flows. Negative impacts on the water environment from over abstraction must also be avoided.
- 4.10.11 Groundwater quality varies across the county. In the north around Buckingham, the groundwater is of 'good' chemical quality. Adjacent to this groundwater unit is another unit that runs along the River Great Ouse, which is considered to be of 'poor' chemical quality and deteriorating. Moving southwards, across the north of Aylesbury and extending down to Thame, the groundwater (Headington Corallian) is of 'good' chemical quality, whilst an area around Princes Risborough extending to Wallingford is considered to be of 'good' chemical quality, but deteriorating (Chiltern Chalk Scarp). Across the south of Buckinghamshire from Amersham through High Wycombe and to the boundary, the groundwater has 'poor' chemical quality and is deteriorating (Mid-Chilterns Chalk).
- 4.10.12 There are 73 Water Framework Directive watercourses and waterbodies in Buckinghamshire and Milton Keynes; 65 rivers, six canals and two lakes. As of the last assessment in 2009, 14 of these are in 'good ecological status', 38 are 'moderate', 19 are 'poor', one is 'bad' and one of the lakes has not been assessed. When compared to the national figures, Buckinghamshire achieves a slightly higher percentage of waterbodies in good status and fewer which are 'poor' or 'bad'. Although the figures compare favourably to the national figures, Buckinghamshire also has 80% of waterbodies failing to achieve good status.

#### FUTURE BASELINE

- 4.10.13 In terms of water quality, the requirements of the Water Framework Directive should lead to continued improvements to water quality in watercourses. Water quality is also likely to continue to be affected by pollution incidents in the area, the presence of non-native species and physical modifications to water bodies.

# 5 ENVIRONMENTAL ASSESSMENT

## 5.1 INTRODUCTION

5.1.1 This section presents the findings of the assessment covering two key areas:

- the strategic alternatives considered in developing the LTP4; and
- the proposed policies (as set out in the LTP4 Policy Document).

5.1.2 Mitigation and enhancement measures for negative or positive significant effects are set out below in Section 5.5.

## 5.2 ASSESSMENT OF STRATEGIC ALTERNATIVES

5.2.1 At a strategic level, two options were considered:

- retention of the existing LTP3 policies; and
- development of a new LTP with new policies.

### RETENTION OF THE EXISTING LTP3 POLICIES

5.2.2 This option would involve extending the period of the LTP3. This would fulfil the duty for keeping a LTP and potentially reduce costs and timescales.

5.2.3 An SEA of the LTP3 was undertaken to assess the environmental effects of the proposed plan. As such, this SEA provides the best indication of what the likely effects of retaining the LTP3 policies would be. The LTP3 SEA identified the potential for:

- positive effects on transport, human health, greenhouse gas emissions and economy and employment;
- adverse effects on locally designated biodiversity sites, water quality, townscape and landscape and heritage; and
- mixed effects (i.e. both positive and negative) on noise, air quality, flooding and land and soils.

5.2.4 All effects identified in the LTP3 SEA were only considered to be potential effects and no likely significant effects (either positive or negative) were identified. As such, there is no evidence to indicate that the existing LTP3 policies are having negative effects on the environment and similarly, nothing to indicate that the retention of the existing LTP3 policies would lead to significant effects, either positive or negative.

### DEVELOPMENT OF A NEW LTP WITH NEW POLICIES

5.2.5 This option would involve the development of new policies.

5.2.6 New policies could seek to improve Buckinghamshire's connectivity and secure good transport infrastructure, taking advantage of new and emerging technologies to meet the needs of the county. It could promote smarter travel choices and aim to increase accessibility to education, work and social opportunities. The development of new policies could also allow policies to more specifically align with, and take account of, differences in growth pressures and aspirations across the county.

## CONCLUSION

- 5.2.7 BCC considers that the retention of the existing LTP3 policies is unlikely to continue to reflect Buckinghamshire's needs into the future since it would not take account of recent changes in transport investments and the way they are delivered. Moreover, it would not take account of the differences in growth aspirations across the county.
- 5.2.8 In environmental terms, there is likely to be little difference between the two strategic options considered. There is no evidence to indicate that the current LTP3 policies are having negative environmental effects. That said, the existing LTP3 policies mean that local environmental issues (which are likely to differ across the county) may not be addressed as fully as they could be. The development of new policies would allow more specific circumstances across different part of the county to be considered; potentially leading to better environmental outcomes compared to if the existing LTP3 policies were retained.
- 5.2.9 Similarly, existing policies developed in 2009-2010 may not sufficiently take into account new technology, such as electric and hybrid vehicles. Again, the development of new policies would allow stronger policy provision for the uptake of new transport technologies to be made which, in general terms, could lead to an environmental benefit.

5.3 ASSESSMENT OF LTP4 POLICIES

5.3.1 The assessment of LTP4 proposed policies is presented in Table 5.1.

Table 5.1: Assessment of LTP4 proposed policies

++	Likely significant positive effect
+	Likely positive effect
0	Negligible or no effect
-	Likely negative effect
--	Likely significant negative effect
?	The effect is uncertain
+/-	The effect is likely to be both positive and negative

SEA theme	Air quality	Biodiversity			Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
<b>SEA objective</b>																		
<b>Proposed policy</b>																		
Policy 1: Managing demand for our services	We will work to deliver our services in the most efficient way; to reduce the need to travel; and to help reduce demand for Council services.	+	0	0	0	0	0	0	0	++	0	0	0	0	+	+	0	0
		This policy focuses on efficient transport and aims to improve access to services (health and community services, shopping, etc.) and social activities which has the potential to result in a significant positive effect on health and well-being and would reduce pressure on healthcare services. It is expected that improvements to Council services such as the implementation of online services will reduce the need to travel and would have a positive effect on meeting the needs of a growing population. The reduced need to travel and therefore reduced car usage is expected to lead to a positive impact on air quality, supporting climate change mitigation and contributing to achieving the Carbon Plan target in Buckinghamshire.																
Policy 2: Beyond Buckinghamshire	We will work to improve the connectivity of Buckinghamshire's transport network and stimulate economic growth, improve journey times and promote safer more sustainable travel.	?	?	0	0	+	0	0	0	+	?	0	-	0	+	0	0	
		This policy focuses on improved connectivity of Buckinghamshire's transport network, improved journey times, sustainable travel and economic growth. In particular, it seeks to improve the key rail and road transport links within Buckinghamshire and with surrounding counties. Although it is expected that there will be less congestion and therefore reduced air pollution in these areas, there may be new pressures in key transport connections across the county and therefore, the air quality effect of road traffic is uncertain. The improved road and rail network would also have a positive effect on population and communities by delivering transport infrastructure, which addresses the needs of a growing population and will improve accessibility.  In general, road safety is expected to improve under this policy. This is expected to have a positive effect on health and well-being. Regarding landscape, Chiltern AONB could be negatively affected by the rail construction and road improvement works, although the policy does not specify any particular works so it is not possible to provide any more definitive conclusion at this stage. Finally, it is expected that, for the improvement of the existing road network, there will be no need to build on greenfield areas since the focus will be on the improvement of the existing road network. It is however not clear if the construction of new rail lines will require additional areas to be developed.																

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SEA theme		Air quality	Biodiversity			Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources
SEA objective		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>Proposed policy</b>																	
Policy 3: Development management	We will keep Buckinghamshire thriving and attractive by getting the best deal from new development. Our dedicated Development Management Policy will help developers to ensure new development meets Buckinghamshire's needs.	+	0	0	0	0	0	0	+	0	0	+	+	0	++	+	0
<p>This policy seeks to ensure that new developments are well connected and designed in a sustainable way to meet Buckinghamshire's needs. The policy's aim to ensure accessible and sustainable new developments is expected to have a significant positive effect on population and communities by addressing the needs of a growing population and by providing good accessibility to services, facilities and amenities. The inclusion of sustainable transport infrastructure within the design of new developments is expected to encourage the use of active travel such as cycling and walking, having a positive impact on health, employment opportunity, accessibility. Similarly, the promotion of active travel is expected to improve air quality.</p> <p>It is expected that the protection of AONBs and green belt areas and the sustainable design of new developments will have a positive effect on landscape and the effective use of land resources.</p>																	
Policy 4 and Policy 5: Maximising our rail network	<p>We will work in partnership with key stakeholders to develop a reliable rail transport network that: provides effective access within the county; links us to the rest of the country; and is integrated with other modes of transport, including airports.</p> <p>We will work to ensure that HS2 is built with minimal disruption to residents and that the new line brings benefits to Buckinghamshire in the form of a new station in the north of the county and of high-quality restoration of construction sites.</p>	+	0	0	0	+	0	0	+	+	0	-	-	+	+	+	0
<p>These policies aim to develop a reliable rail transport network in partnership with key stakeholders. In particular, policy 5 seeks to ensure that if progressed HS2 is built with minimum impact to Buckinghamshire and with world class mitigation and enhancement. For example, BCC is proposing a new EWR station in Steeple Claydon, close to the HS2 Calvert Infrastructure Maintenance Depot.</p> <p>The provision of a new station is expected to have a positive effect on accessibility and connectivity, providing a sustainable mode of transport for future Calvert IMD employees and Steeple Claydon's residents. This is expected to have a positive effect on population and communities as well as health and well-being, as public transport use tends to encourage increased physical activity levels (e.g. walking and cycling to the railway station). This would be further enhanced through the provision of walking and cycling ways, notably linking the station to National Cycleway. A new station at Steeple Claydon would also provide the opportunity to improve the Queen Catherine Road level crossing which would be expected to have a positive effect on health and well-being through improving road safety.</p> <p>Improved public transport access is expected to reduce regional traffic flows, having a positive effect on air quality and climate change mitigation. However, the creation of a new station could also attract more traffic locally, with new users trying to reach the station.</p> <p>No biodiversity effects are anticipated at this stage as the new station would not be close to any biodiversity designations. The new station is expected to have a slight negative effect on land use since it would require minimal land take. Similarly, it has the potential to induce a negative effect on landscape, although this could be mitigated in further design stages. No effects are anticipated for historic environment and water resources.</p> <p>If a new station is built at Steeple Claydon as part of EWR, the potential environmental impacts of the new station would be considered as part of the EIA for the Phase 2 of the EWR.</p>																	
Policy 6: Aviation	We will work with partners to improve connections with key airports, to maximise the potential for growth whilst protecting the county's unique environment. We will work with	+	0	0	0	0	0	0	0	0	0	0	0	0	+	++	0
<p>This policy focuses on improved connections between the county and Heathrow and Luton airports. Due to predicted employment growth in and around these airports, it is expected that an improved connection to both airports would have a significant positive effect on population and communities in terms of employment opportunities for Buckinghamshire's residents. The policy seeks to promote sustainable modes of transport such as rail connections as</p>																	

SEA theme		Air quality	Biodiversity				Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources
SEA objective		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Proposed policy</b>																		
	partners to ensure the views of Buckinghamshire's residents are represented: so aviation works for Buckinghamshire.	favourable connection links to Heathrow and Luton airports; which would be expected to have a positive effect on local and regional air quality by reducing the demand for car trips to access these two airports.																
Policy 7: Reliable road travel	We will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads. We will work to give Buckinghamshire's people and businesses the certainty of journey times they need, on a network that has the capacity and connectivity for the growth we expect.	+/-	0	0	0	0	0	0	0	0	+	0	0	0	0	+	++	0
		This policy seeks to improve the reliability, capacity and connectivity of Buckinghamshire's road network. Good and reliable connectivity within the county is expected to have a significant positive effect on the population and communities in terms of economy and employment opportunities and would have a positive effect on general accessibility to services, facilities and amenities. Although there may be negative air quality impacts at a local level due to increased vehicular traffic, at a regional level this policy could promote improved air quality by improving traffic flow by reducing congestion and improving the performance of the highway network. The policy also seeks to implement innovative technologies, which could result in reduced accident rates and therefore would lead to a significant positive effect on health and well-being in terms of road safety.																
Policy 8: Maintaining our roads and other transport assets	We will take a rigorous, data driven, approach to understanding the condition and needs of the highways network. This will support the Council's objectives and provide the best value. Decisions should be based on good evidence of: the condition of our highways (including from the public and Councillors); the costs benefits and risks of different ways of improving them; and how we can minimise disruption on our highway networks.	0	0	0	0	0	0	0	0	+	++	0	0	0	0	0	+	0
		This policy promotes improvements understanding the condition and needs of the highways network as well as identifying different areas of improvement. The policy focuses on both highways and local road networks and will provide routine safety inspections for both. It can therefore be assumed that this policy will have a significant positive effect on road safety and a positive effect on populations and communities.																
Policy 9: Freight	Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers,	+	0	0	0	0	0	0	0	0	0	?	0	?	-	0	+	0
		This policy focuses on efficient freight transport around the county and proposes a dedicated freight strategy to be used in achieving this. Efficient freight movements through and within Buckinghamshire and a shift towards rail and water freight has the potential to reduce emissions to air; however, the freight strategy is still under preparation and could lead to positive air quality effects by improving the efficiency of freight movement. Although the policy suggests that the freight strategy will identify the most appropriate routes for large freight vehicles, it is not mentioned whether freight movement routes will be directed away from conservation areas, listed buildings or any other historical and cultural features that could be affected. Therefore, the strategy will have																

SEA theme	Air quality	Biodiversity			Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>SEA objective</b>																	
<b>Proposed policy</b>																	
	residents or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire.	to ensure that large freight vehicle routes are located away from protected areas to avoid negative impacts on biodiversity, landscape/townscape or the historic environment.  It is expected that there will be a minor positive effect on the local economy due to improved freight routes. Future policies could aim for a further reduction in freight road traffic which would minimise air pollution effects on urban and rural areas in Buckinghamshire.															
Policy 10: Improving our environment	We will protect Buckinghamshire's unique countryside and other special environments, working with partners to manage air quality, take advantage of opportunities to encourage more sustainable travel choices and reduce noise pollution. We will do this through the transport investments we promote, by managing the impact of new development, by promoting the use of Travel Plans, and by working with business and researchers to develop lower emission technologies.	++	0	0	+	+	0	0	+	0	0	0	0	+	+	0	0
		This policy aims to encourage more sustainable travel choices and to reduce air and noise pollution through transport investments, new technologies and Travel Plans. In particular, it seeks to encourage innovative mobility plans and the development of lower emission vehicles. An improvement of the cycling and walking network would lead to a positive effect on population and communities by increasing information on accessibility and could lead to a significant positive effect on air quality, particularly if applied in areas designated as AQMAs. The promotion of pedestrian mobility is expected to have a positive effect on health and well-being through the promotion of physical activity. Moreover, the reduction of air quality and noise impacts is expected to increase the wellbeing of the local population and will reduce the need to travel to access health services. The encouragement of green infrastructure enhancements would also lead to a positive effect on biodiversity. Pollution reduction has the potential to reduce Buckinghamshire's contribution to climate change by reducing transport emissions.															
Policy 11: Access to education	We will continue to encourage the development and implementation of school travel plans across all of the county's schools. Our 'Sustainable Modes of Transport Strategy' for Schools (SMoTS) will help to provide access to good quality schools, colleges and training in a way that will be good for our children and the rest of the county.	+	0	0	0	+	0	0	0	0	0	0	0	+	+	+	0
		This policy seeks to develop and implement school travel plans across all of the county's schools. It relates to measures aimed at reducing car drop offs for school children and at supporting the use of more sustainable modes of transport including walking and cycling to school. School buses will continue to be used but there will be a focus on non-motorised modes of transport and therefore, reduced carbon emissions and a positive effect on air quality and climate change is expected. Access to education is expected to have an indirect long-term positive impact on population and communities by increasing employability of the population and promoting economic growth.															
Policy 12: Walking	Walking should be the best option for more of our short journeys. We will look to develop the walking network	++	0	0	0	++	0	0	+	+	0	0	0	+	0	0	0
		This policy looks to develop the walking network and encourage walking as the most convenient way to make short journeys. In particular, it aims to															

SEA theme	Air quality	Biodiversity			Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Proposed policy</b>																	
	and encourage walking, to help ensure it becomes one of the most convenient ways to make short journeys.	develop, promote, manage and maintain Buckinghamshire's 3,300 km Public Rights of Way network so that it is convenient and attractive to use. By promoting walking as a healthy and sustainable form of transport, this policy is expected to have a significant positive effect on air quality and climate change by reducing transport emissions. Similarly, it is expected to have a positive effect on population and communities by increasing accessibility as well as a positive effect on health and air quality by reducing car journeys. Increased walking would have a positive effect on the health sector and could be promoted as part of multi-leg journeys as well as a feasible alternative to car use. A slight positive effect can be expected regarding safety through improvements of pedestrian crossings. Also, a positive effect can be expected good quality routes and better signage. New developments and their connectivity by modes of active travel should be given consideration.															
Policy 13: Encouraging cycling	We will look to develop the cycling network through a combination of new infrastructure, maintenance and guidance. This will help cycling to become one of the most convenient and well used forms of transport for short journeys.	++	0	0	0	++	0	0	+	+	0	0	0	+	+	+	0
		This policy strives to develop the cycling network to become one of the most convenient and well used forms of transport for shorter journeys. Cycling network improvement is expected to have a significant positive effect on air quality and Buckinghamshire's CO <sub>2</sub> emissions reduction. Reduced car use could also have a significant positive effect on minimising the local contribution to climate change. It is expected that there will be a positive effect on health and well-being by encouraging physical activity. An improved cycling network would have a positive effect on population and communities by increasing equality and facilitating accessibility for people who may not have private motorised transport means.  Similarly, improving cycle ways and bridleways could increase safety and encourage this mode of transport even further. The implementation of travel plans and awareness initiatives in cooperation with schools and employers is expected to increase public confidence to use cycling as a tool to improve health and wellbeing.															
Policy 14: Car clubs and car sharing	We will work with partners to explore opportunities for car clubs and car sharing initiatives. This will provide an alternative to car ownership for some: encouraging people to consider other modes of transport; and helping people to access the opportunities Buckinghamshire has to offer.	+	0	0	0	+	0	0	+	0	+	0	0	0	+	+	0
		This policy aims to develop opportunities for car clubs and car sharing initiatives as an alternative to car ownership. It is expected to reduce the number of cars on the road and therefore could lead to a reduction in road congestion and a positive impact on air quality and climate change by reducing transport emissions. Moreover, car sharing allows households that do not have a car to access employment, healthcare and other facilities. The reduction of cars on the network would also reduce the need for parking spaces and have a positive effect on air quality in currently congested areas. New developments will have to be connected to these car sharing schemes to encourage their use. The implementation of transport initiatives such as smart cards for public transport and car sharing could result in a further reduction in car dependency and would have a positive effect on population and communities. Car sharing would also have a positive effect on health and well-being by increasing accessibility to the countryside and to historic features which may be difficult to access without a car.															
Policy 15: Intelligent mobility and new technology	We will promote the research and development of intelligent transport technology in our county, becoming a 'living laboratory' for technology innovation and demonstration.	+	0	0	0	+	0	0	0	0	0	0	0	0	++	+	0
		This policy focuses on the research and development of intelligent transport technology (e.g. driverless cars) and innovation in the county. It recognises the fact that the nature of transport may change in the future as the digital world is also changing. Moreover, the focus on new transport innovation could have a significant positive effect on population and communities by increasing the economic competitiveness and employment opportunities within the county. By providing better quality transport information, there is the potential for a shift to multi-modal and more sustainable forms of transport instead of solo car use together with an improved travel experience, connectivity and access to services for people who have no or limited access to a car.															



SEA theme		Air quality	Biodiversity			Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>Proposed policy</b>																	
Policy 16: Total Transport: the bus network Buckinghamshire needs	We will work with partners to ensure public transport services best meet the county's needs – now and in the future.	+/-	0	0	0	+	0	0	+	0	+	0	0	+	+	+	0
		<p>This policy aims to ensure that public transport services meet Buckinghamshire's needs. In particular, it aims to ensure that public transport works efficiently and transport information is provided to the public across the county. It is expected that there will be a positive effect on health and well-being and population and communities by supporting access to services and welfare and by supporting buses which currently are not viable on a commercial basis. Concessionary fares and supporting bus services could have a positive effect on reducing social isolation.</p> <p>There is potential that effective provision of buses and community transport will reduce car use and therefore, potentially reduce transport emissions whilst providing the necessary services for people across the county. There could be both positive and negative effects on air quality depending on the reduction in car use as well as the fuel efficiency and emission levels of the public buses used. The policy has the potential to have a positive effect on the accessibility of historic features and the countryside, depending on the bus route.</p>															
Policy 17: Road safety	We will work with partners to support road safety and reduce the risk of death or injury on the county's highways through infrastructure improvements, road user training, promotion and education. We will promote a mix of engineering, education and enforcement activity focused on casualty reduction and prevention. We will use data to inform targeted education, training and promotional road safety initiatives, along with supporting national casualty reduction campaigns.	0	0	0	0	0	0	0	0	++	0	0	0	+	0	0	0
		<p>This policy relates to measures aimed at supporting road safety through infrastructure improvements (assumed to be small scale works), training and education. In particular, it focuses on effective safety improvements in order to decrease the number of incidents on roads whilst providing a positive impact on communities and the economy. Driver behaviour change and education have been identified as key criteria in addressing road safety. It is expected that through behavioural change, car users will be made more aware of vulnerable road users such as pedestrians and cyclists which would in return make these modes of transport more attractive for the public and would result in a significant positive effect on health and well-being. The delivery of road safety education, training and public events can decrease accident rates, reduce medical care costs and have a significant positive effect on safety for both motorised and non-motorised road users. Educational activities may include targeted road safety measures for drink and drug driving. The promotion of events and initiatives to broaden awareness and on-going consultation with the general public could have a slight positive effect on community cohesion.</p>															
Policy 18: Tackling crime	People should feel safe to use public transport, walk, cycle and enjoy our town centres. We will continue to work with partners to improve security on our rail and bus networks; and make our streets and town centres feel safer.	0	0	0	0	0	0	0	+	0	0	0	0	+	+	0	0
		<p>This policy addresses security on rail and bus networks. It promotes safety for public transport users as well as safe streets and town centres. Reducing the fear of crime is expected to have a positive effect on health and well-being and population and communities by encouraging more sustainable forms of travel such as walking and cycling. The improvement of bike storage facilities and security measures in train station areas could further reduce the fear of bicycle theft and encourage more people to cycle. Improved lighting of streets and town centres could assist in changing the fear of potential crime for pedestrians.</p>															

SEA theme	Air quality		Biodiversity			Climate change			Health and well-being		Historic environment	Land and soil resources	Landscape	Population and communities			Water resources
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
<b>Proposed policy</b>																	
Policy 19: Parking	0	0	0	0	0	0	0	0	0	+	0	-	0	0	+	+	0
<p>We will help to ensure that Buckinghamshire has appropriate parking in the right places.</p> <p>The Buckinghamshire Countywide Parking Guidance is Buckinghamshire County Council's policy on parking throughout the county in new developments. It sets out how much parking new developments should provide for bicycles, motorcycles, cars and blue badge holders. It also gives guidance on how this parking should be provided and managed. The Council will manage on-street parking, through parking restrictions and the enforcement of those restrictions, to make sure on-street parking works.</p> <p>This policy focuses on appropriate parking and the use of parking restrictions where required. It is considered that a certain amount of parking is required to provide for a growing economy. However, the policy aims for an increased provision of parking for cyclists and motorcyclists to encourage the use of these modes of transport as well as accommodation for disabled parking. The effective management of parking spaces is expected to reduce congestion and to lead to a positive effect on health and well-being by improving safety. In accordance with the countywide parking guidance, this policy aims to ensure that adequate parking plays a role in the design of new developments, which would have a positive effect on accessibility to services and meeting the needs of the community. The extent of new parking will have to be managed as to not increase traffic and congestion within the county and should be located away from any protected areas. There may be a slight negative effect on land and soil resources if new parking areas have to be constructed on greenfield land.</p>																	

## 5.4 ASSESSMENT OF CUMULATIVE EFFECTS

- 5.4.1 The SEA Directive requires that cumulative effects are considered when identifying likely significant effects. These effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect on an environmental receptor.
- 5.4.2 The appraisal tables above have considered how the different elements of the plan combine to affect the various environmental, social and economic elements identified in the sustainability objectives. However, it is also important to consider the effects of plan implementation combined with plans or schemes within and around Buckinghamshire. The first section below assesses the potential cumulative effects of the LTP4 with other local plans. Then, the second section below describes potential for cumulative effects resulting from the LTP4 policies in-combination with other potential schemes being considered in and around the county.

### CUMULATIVE EFFECTS WITH OTHER PLANS

- 5.4.3 Neighbouring authorities have produced LTPs and accompanying sustainability appraisals and these documents have been reviewed at a high level to identify the areas where cumulative effects may arise.
- 5.4.4 There are nine local authorities that border Buckinghamshire comprising Northamptonshire, Milton Keynes, central Bedfordshire, Hertfordshire, Oxfordshire, Wokingham, Windsor and Maidenhead, Slough and Greater London. Each of these local authorities has a Local Transport Plan, though Greater London has an overarching transport strategy. The LTPs which are considered in Table 5.2 address the potential for cumulative impacts at a strategic, rather than a site specific level.

Table 5.2: Assessment of potential cumulative effects with other local transport plans

Plan	Potential cumulative effects	Additional measures to be considered
<b>Northamptonshire Transportation Plan 2012-2026</b>	<p>Development in Northamptonshire has the potential to cause a range of positive cumulative effects with development in Buckinghamshire. The Northamptonshire Local Transport Plan addresses internal and external connectivity, investments into the road network, new technologies and improvements to rail services. Both plans aim to provide a transport system that is sustainable and supports economic growth. The promotion of travel planning could have a potential cumulative effect on the uptake of more sustainable modes of transport.</p> <p>Both Transport Plans include measures for improvements to existing roads. These activities could lead to a cumulative negative effect on the consumption of fossil fuels and contribution to climate change. However, this effect could be mitigated by both counties aiming for new innovative and more sustainable solutions to transport technology and fuel efficiency. Cumulative effects from proposed improvements to the road network in both counties could make car travel a more attractive option, the effect from this would likely be offset by proposed construction and improvements to rail infrastructure.</p> <p>Both plans aim to connect new developments to the public transport network. Both policies aim for a reduction in single occupancy car journeys which would have a positive cumulative impact on air quality and climate change. Both plans aim to increase efficiency of freight movements which would be expected to have a positive effect on population and communities.</p>	<p>There are opportunities to integrate travel information from both Northamptonshire and Buckinghamshire about local public transport, such as increased awareness of services available linking the two counties.</p> <p>There are opportunities to support cross border community and/or voluntary transport as both have policies to support these travel modes. Both counties are aiming for innovation and increased transport efficiency. Efficient freight movements by rail should be encouraged as part of a low carbon environment instead of the use of freight transport by road.</p>
<b>Milton Keynes Local Transport Plan 2011-2031</b>	<p>The long-term strategy of Milton Keynes is to become a highly sustainable transport system, to provide suitable alternatives to private car use and to enable access to key services for everyone within the county. This strategy is similar to Buckinghamshire and developments in both areas could have a cumulative positive impact on the regional and national connectivity as well as a reduction of CO2 emissions.</p>	<p>An improved cycling network could lead to better cross-connectivity and promote sustainable transport. There are opportunities to build a regional transport network aimed at being more resilient to the effects of climate change.</p>
<b>Central Bedfordshire Local Transport Plan 2011-2026</b>	<p>Central Bedfordshire's LTP promotes effective and efficient management of trips across the authority's borders and has the potential to cause positive cumulative impacts with development in Buckinghamshire. Both plans aim to provide an efficient and well-connected transport network and to reduce carbon emissions from road traffic.</p> <p>Both LTPs address the transportation of freight and aim to enable an efficient and reliable transport network whilst encouraging the movement of freight by sustainable modes of transport. The shift to an increased use of rail freight could result in a positive cumulative effect on air quality and other traffic related impacts.</p>	<p>There are opportunities for reduced car journeys by providing a more efficient and accessible public transport network across the counties. The shift to a higher level of rail freight would be beneficial for both counties.</p>

Plan	Potential cumulative effects	Additional measures to be considered
<b>Hertfordshire Local Transport Plan 2011-2031</b>	<p>A key focus of the Hertfordshire Local Transport Plan is to support access to services, improve transport to local businesses, further economic growth and to promote sustainable travel to reduce car traffic. Hertfordshire is located to the east of Buckinghamshire and the Herefordshire LTP has identified issues with east-west movement, particularly by public transport. The main focus for both plans is to improve the existing network which could have a cumulative positive impact on transport efficiency, accessibility and connectivity. The Hertfordshire LTP aims to provide efficient real-time information of the road network and clear information on buses and trains. This aligns with Buckinghamshire's strategy for more accurate information to encourage the use of public transport.</p> <p>Developments in Hertfordshire have the potential to cause positive cumulative impacts with development in Buckinghamshire such as the reduction of transport's contribution to greenhouse gas emissions and improved transport opportunities for residents and businesses.</p> <p>Both LTPs aim to reduce the fear of crime which could lead to a cumulative increase in people's willingness to travel by sustainable modes of transport.</p>	<p>There are opportunities to integrate travel information from both Hertfordshire and Buckinghamshire about local public transport and the road network and to improve service information on transport linking the two counties. An improvement to the bus network and reduced fear of crime could have a positive effect on the connectivity and access between the two counties.</p> <p>There are opportunities for greater integration of cycle networks across both counties, utilising national networks.</p> <p>There are opportunities to maintain the wider road and public transport network to become more resilient to the effects of a changing climate and periods of extreme weather.</p>
<b>Oxfordshire Local Transport Plan 2015-2031</b>	<p>Many of the objectives of the Oxfordshire LTP align with the aims of Buckinghamshire and have the potential to result in positive cumulative effects on better connectivity, more sustainable transport and reduced carbon emissions.</p> <p>Both counties aim to enhance and better integrate public transport services which would have a positive cumulative effect on connectivity within and between the counties.</p> <p>Both LTPs aim to address the issue of freight movements to reduce environmental impacts whilst facilitating economic growth and the potential change in freight transport routes could have a cumulative impact on the road network and routes across the counties. Both counties support the research and development of new innovative technologies such as electric vehicles could lead to wider beneficial impacts on climate change and reduced air pollution.</p> <p>An improvement to the broadband connection across Oxfordshire could lead to a reduction in commuting traffic and release pressure on the road network.</p>	<p>The use of EIA and other environmental assessment and management tools would help to identify and avoid, reduce or offset cumulative significant effects arising from transport infrastructure.</p> <p>There are opportunities for reduced car journeys and a combined strategy for reducing single occupancy car journeys. Both counties have the potential to work on strategic freight distribution networks and moving towards an increased freight transport by rail.</p>
<b>Wokingham Local Transport Plan 2011-2026</b>	<p>Although not in regards to any specific scheme, development in Wokingham has the potential to cause positive cumulative impacts with development in Buckinghamshire, such as the focus on 'greener transport' and the direct and indirect impacts of</p>	<p>There are opportunities for reduced congestion as well as better connectivity with the cycling transport network. Both counties are aiming for innovation and increased</p>

Plan	Potential cumulative effects	Additional measures to be considered
	<p>improved transport facilities. Both plans promote active travel and the Wokingham LTP proposes new cycle ways integrated with the existing cycle network which could have a positive cumulative impact on the connectivity between the areas. Moreover, both plans support an enhanced public transport network which is aimed at providing a reasonable alternative to car travel.</p> <p>The Northamptonshire LTP does not exclude the option of developing new highways which could result in a negative cumulative impact on car journeys into Buckinghamshire; however, the council also proposed increased opportunities to walking, cycling and public transport interchanges and services and reducing the fear of crime which would result in higher levels of sustainable transport, better connectivity and could have a positive cumulative impact on travel between Wokingham and Buckinghamshire. Both plans aim to manage connectivity and transport for new developments and to promote car sharing. There is also support for more intelligent transport systems which would result in a positive cumulative impact.</p>	transport efficiency.
<b>Slough Local Transport Plan 2011-2026</b>	11% of Slough's jobs are filled by Buckinghamshire residents; therefore improvement to the public transport network could result in reduced single car journeys and less commuting car traffic. Both plans aim to make sustainable transport more accessible and to improve the journey experience which would promote the use of public transport such as rail or bus journeys instead of car use. Moreover, the Slough LTP aims to reduce carbon emissions which would have wider positive effects on climate change.	There are opportunities for reduced car journeys and an increase in the use of public transport across the counties. There are opportunities to maintain the wider road and public transport network to become more resilient to the effects of a changing climate.
<b>Windsor and Maidenhead Local Transport Plan 2012-2026</b>	Both councils aim to provide better access to services and improve the integration between different forms of transport which could encourage a shift to public transport use instead of car journeys. Moreover, both plans aim to reduce the need to travel and make cycling and walking more attractive as alternatives for short journeys. A reduction in car traffic and therefore reduced carbon emission could have a positive cumulative effect on climate change and air pollution.	There are opportunities for reduced car journeys and an increase in the use of public transport as well as a better cycle network connectivity between the two counties. There are opportunities to maintain the wider road and public transport network to become more resilient to the effects of a changing climate.
<b>Greater London – Mayor's Strategy</b>	<p>London's focus on improved national and inter-regional links could have a cumulative impact on the connectivity between Buckinghamshire and London. Although there could be better employment opportunities, this could also lead to increased traffic flows and a rise in trips between Buckinghamshire and the London area.</p> <p>It is the aim of both Buckinghamshire and London to support businesses and this is expected to be achieved through improved rail connections such as Crossrail and other public transport capacity as well as strategic road and freight movements. It is expected that Buckinghamshire plays a role as one of the main corridors between London and other regional areas.</p>	There are opportunities for reduced car journeys by providing faster, more efficient rail connections and promoting other modes of sustainable transport.

## CUMULATIVE EFFECTS WITH OTHER SCHEMES

- 5.4.5 This section of the cumulative effects assessment considers the potential for cumulative effects resulting from the LTP4 policies combined with other potential schemes being considered in and around the county. Within Buckinghamshire there are several specific transport schemes, either under construction (e.g. Crossrail) or under consideration (e.g. the Oxford to Cambridge Expressway). A number of these schemes or long-term transport aspirations are mentioned in Section 4 of the LTP. It should be noted that the potential for cumulative effects is assessed at a strategic level. Site-specific effects associated with particular schemes only need to be considered where a scheme is being promoted by a proposed LTP4 policy. The LTP4 itself only promotes one specific scheme; a potential East West Rail station at Steeple Claydon.
- 5.4.6 For 12 of the LTP4 policies, it is not considered that there would likely be any in-combination effects resulting from the addition of any schemes currently being considered. For the other seven policies, however, some cumulative effects are considered likely. These policies are:
- Policy 2 – Beyond Buckinghamshire
  - Policies 4 and 5 – Maximising our rail network
  - Policy 6 – Aviation
  - Policy 7 – Reliable road
  - Policy 9 – Freight
  - Policy 10 – Improving our environment
- 5.4.7 Table 5.3 discusses the potential for cumulative effects of these seven LTP4 policies in combination with possible schemes being considered.

Table 5.3: Description of cumulative effects from the LTP4 policies combined with potential schemes in the county

Policy	Potential cumulative effects	Additional measures to be considered
<b>Policy 2 – Beyond Buckinghamshire</b>	<p>This policy focuses on improved connectivity of Buckinghamshire’s transport network, improved journey times, sustainable travel and economic growth. In particular, it seeks to improve the key rail and road transport links within Buckinghamshire and with surrounding counties. The improved road and rail network would also have a positive effect on population and communities by delivering transport infrastructure, which addresses the needs of a growing population and will improve accessibility. The following transport schemes are expected to have a positive effect in-combination with policy 2:</p> <ul style="list-style-type: none"> <li>→ Oxford to Cambridge Expressway</li> <li>→ East West Rail</li> <li>→ Crossrail</li> <li>→ M40 Corridor and A404 Link</li> <li>→ A418 Eastern access / A5 to M1</li> <li>→ A41 / Aylesbury Outer Ring Road</li> <li>→ A404 Link</li> </ul> <p>These schemes will improve the connectivity between the towns and cities within Buckinghamshire and with surrounding counties. They will improve accessibility to services, facilities and amenities thus enhancing the quality of life of Buckinghamshire’s residents. They will also enable to meet the needs of a growing population, particularly those living in rural areas. Therefore, in combination with policy 2, this is expected to be a positive cumulative effect on the delivery of transport infrastructure that meets the foreseeable need of the communities of Buckinghamshire (Population and Communities, SEA objective 14). These railways schemes would also potentially result in reduced emissions from road traffic (SEA objective 1, air quality) and reduced greenhouse gas emissions (SEA objective 5, climate change) at a strategic/county level (compared to an alternative scenario where the equivalent additional transport capacity was provided solely through highways schemes).</p>	No additional measures are considered necessary at a strategic level.
<b>Policies 4 and 5 – Maximising our rail network</b>	<p>These policies aim to develop a reliable rail transport network in partnership with key stakeholders. In particular, policy 5 seeks to ensure that if progressed HS2 is built with minimum impact to Buckinghamshire and with world class mitigation and enhancement. The following transport schemes are expected to have cumulative effects with policies 4 and 5:</p> <ul style="list-style-type: none"> <li>→ East West Rail</li> </ul>	No additional measures are considered necessary at a strategic level.



Policy	Potential cumulative effects	Additional measures to be considered
	<ul style="list-style-type: none"> <li>→ HS2/EWR/A421 Interchange</li> <li>→ Chiltern Line Upgrade</li> <li>→ Crossrail</li> </ul> <p>These schemes will improve the rail network of Buckinghamshire, increasing accessibility and connectivity and promoting the use of sustainable transport by making the rail network more reliant. In combination with policies 4 and 5, this is expected to have a positive cumulative effect on the delivery of transport infrastructure that meets the foreseeable need of the communities of Buckinghamshire (SEA Objective 14, Population and communities) as well as a positive cumulative effect on the promotion of sustainable transport use (SEA Objective 13, Population and Communities). These railways schemes would also potentially result in reduced emissions from road traffic (SEA objective 1, air quality) and reduced greenhouse gas emissions (SEA objective 5, climate change) at a strategic/county level (compared to an alternative scenario where the equivalent additional transport capacity was provided solely through highways schemes).</p>	
<b>Policy 6 – Aviation</b>	<p>This policy focuses on improved connections from within the county and Heathrow and Luton airports. Due to predicted employment growth in and around these airports, it is expected that an improved connection to both airports would have a significant positive effect on population and communities in terms of employment opportunities for Buckinghamshire’s residents. The policy seeks to promote sustainable modes of transport such as rail connections as favourable connection links to Heathrow and Luton airports; which would be expected to have a positive effect on local and regional air quality by reducing the demand for car trips to access these two airports. The following transport schemes are expected to have cumulative effects with policy 6:</p> <ul style="list-style-type: none"> <li>→ Access to Heathrow/expansion</li> <li>→ Improved access to Luton airport</li> <li>→ Old Oak Common Access</li> </ul> <p>These schemes will improve connections between the county and the airports both by car and by rail. In combination with policy 9, this is expected to have a cumulative positive effect on the delivery of transport infrastructure that meets the foreseeable need of the communities of Buckinghamshire (objective 14) as well as a positive cumulative effect on the promotion of sustainable transport use (objective 12).</p>	No additional measures are considered necessary at a strategic level.
<b>Policy 7 – Reliable road network</b>	<p>This policy seeks to improve the reliability, capacity and connectivity of Buckinghamshire’s road network. Good and reliable connectivity within the county is expected to have a significant positive effect on the population and communities in terms of economy and employment opportunities and would have a positive effect on general accessibility to services, facilities and amenities. The following transport schemes are expected to have cumulative effects with policy 7:</p>	No additional measures are considered necessary at a strategic level.

Policy	Potential cumulative effects	Additional measures to be considered
	<ul style="list-style-type: none"> <li>→ Oxford to Cambridge Expressway</li> <li>→ A418 Eastern Access / A5 to M1</li> <li>→ Aylesbury Link</li> <li>→ A41 / Aylesbury Outer Ring Road</li> <li>→ Princes Risborough Link</li> <li>→ M40 Corridor and A404 Link</li> <li>→ A355 improvements</li> </ul> <p>These schemes will improve the connectivity between the towns and cities within Buckinghamshire. It will improve accessibility to services, facilities and amenities thus enhancing the quality of life of Buckinghamshire's residents. These schemes will also improve the reliability and capacity of the road network. Therefore, in combination with Policy 7, this is expected to have a positive cumulative effect on the delivery of transport infrastructure that meets the foreseeable need of the communities of Buckinghamshire (SEA Objective 14, Population and communities) as well as improving road safety within the county (SEA Objective 9, Health and well-being)</p>	
<b>Policy 9 – Freight</b>	<p>This policy focuses on efficient freight transport around the county and proposes a dedicated freight strategy to be used in achieving this. Efficient freight movements through and within Buckinghamshire and a shift towards rail and water freight has the potential to reduce emissions to air; however, the freight strategy is still under preparation and could lead to positive air quality effects by improving the efficiency of freight movement. Although the policy suggests that the freight strategy will identify the most appropriate routes for large freight vehicles, it is not mentioned whether freight movement routes will be directed away from conservation areas, listed buildings or any other historical and cultural features that could be affected. Therefore, the strategy will have to ensure that large freight vehicle routes are located away from protected areas to avoid negative impacts on biodiversity, landscape/townscape or the historic environment. The following transport schemes are expected to have cumulative effects with policy 9:</p> <ul style="list-style-type: none"> <li>→ A41 / Aylesbury Outer Ring Road</li> <li>→ A418 Eastern Access / A5 to M1</li> </ul> <p>These schemes are anticipated to improve road connections between the main freight routes, resulting in increased freight traffic efficiency. Combined with policy 9, this is expected to result in a positive cumulative effect on supporting economic development in Buckinghamshire (SEA Objective 15, Population and communities).</p>	No additional measures are considered necessary at a strategic level.

Policy	Potential cumulative effects	Additional measures to be considered
<b>Policy 10 – Improving our environment</b>	<p>This policy aims to encourage more sustainable travel choices and to reduce air and noise pollution through transport investments, new technologies and Travel Plans. An improvement of the cycling and walking network would lead to a positive effect on population and communities by increasing information on accessibility and could lead to a significant positive effect on air quality, particularly if applied in areas designated as AQMAs. The promotion of pedestrian mobility is expected to have a positive effect on health and well-being through the promotion of physical activity. Moreover, the reduction of air quality and noise impacts is expected to increase the wellbeing of the local population and will reduce the need to travel to access health services. The encouragement of green infrastructure enhancements would also lead to a positive effect on biodiversity. Pollution reduction has the potential to reduce Buckinghamshire’s contribution to climate change by reducing transport emissions. The following transport schemes are expected to have cumulative effects with Policy 10:</p> <ul style="list-style-type: none"> <li>→ East West Rail</li> <li>→ HS2/EWR/A421 Interchange</li> <li>→ Chiltern Line Upgrade</li> <li>→ Crossrail</li> <li>→ High Wycombe Town Centre improvements</li> </ul> <p>These schemes will improve the rail network of Buckinghamshire, promoting the use of sustainable transport by making the rail network more reliant. In combination with policy 10, this is expected to have a positive cumulative effect on the promotion of sustainable transport use (SEA Objective 13, Population and communities). These railways schemes would also potentially result in reduced emissions from road traffic (SEA objective 1, air quality) and reduced greenhouse gas emissions (SEA objective 5, climate change) at a strategic/county level (compared to an alternative scenario where the equivalent additional transport capacity was provided solely through highways schemes). The High Wycombe Town Centre improvements also aim to enhance the town centre area in order to make it more attractive to pedestrians. This would potentially result in a positive cumulative effect on improving the health and well-being of Buckinghamshire residents (SEA objective 8 – health and well-being).</p>	<p>No additional measures are considered necessary at a strategic level.</p>

## 5.5 MITIGATION

- 5.5.1 The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as ‘mitigation’ measures. The guidance states that mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 5.5.2 The mitigation measures proposed in Table 5.4 are geared towards the construction and design of the transport schemes that are likely to result with the implementation of the LTP4. The proposed mitigation measures set out below, where applicable, should be considered for each individual transport scheme. The measures should then be incorporated into the design, construction and operational stages of the proposed schemes.

**Table 5.4: Proposed mitigation measures**

	PROPOSED MITIGATION
1	Appropriate environmental assessment should be undertaken on an individual project level where appropriate.
2	Recycled materials should be used in construction, and the need for materials minimised through design, where possible.
3	Active travel options should always be encouraged in the first instance over motorised options.
4	The selection of pedestrian and cycle routes should seek to ensure that user safety is maximised while also taking into account the length and user experience of the route.
5	Any new land take required should be kept to the absolute minimum for practical operation of the scheme; where possible existing in-use land and infrastructure should be used to achieve this.
6	Any new road links should include provisions for walking and cycling where appropriate.
7	Any new development should give consideration to connectivity, in particular through modes of active travel and car sharing schemes.
8	Provision should be provided for cycle storage where possible.
9	Efficient street lighting should be provided, with consideration given to safety, energy usage and biodiversity / landscape effects.
10	Extension of, or alterations to, routes should help to ensure access to present and future services and facilities.
11	Future policies could aim for a further reduction in freight road traffic.
12	Cycle networks should cater for local residents and tourists.
13	Any new infrastructure should avoid designated landscapes and protected habitats where possible.
14	Design of any planting schemes should consider potential to integrate with and reinforce connections with existing habitat corridors where possible.
15	Incorporating effective street lighting into new schemes could help reduce crime and the fear of crime, although this will also have to be balanced with landscape and energy use.
16	Ensure any construction work or site vegetation clearance accords with ecological standards for species present.
17	With regard to community safety, focus should be given to deprived areas and the public should be consulted where possible to help provide solutions.
18	Works located in Flood Risk Zones or in proximity to watercourses should ensure flood risk is reduced where appropriate, in consultation with the Environment Agency.
19	Scheme design, construction techniques, maintenance and material selection should consider opportunities to increase resilience to climate change
20	Design of lighting, signage, pedestrian crossings and other transport infrastructure should use materials appropriate to the local area and landscape/heritage assets or designations where possible.
21	Schemes should incorporate pedestrian and mobility friendly design, particularly on walking routes and crossings and in stations.
22	Schemes should take opportunities to improve existing infrastructure, such as drainage, wherever possible.
23	Low emission or ‘green’ buses should be used along regular service routes where possible.

<b>PROPOSED MITIGATION</b>	
24	New schemes should consider the provision of public realm and regular maintenance to reduce potential impacts on landscape, townscape and the setting of heritage assets.
25	Drainage schemes should include SuDS wherever possible.
26	Schemes which involve information provision should consider whether it is possible to include information such as flood alerts or events affecting transport infrastructure to increase resilience to climate change.
27	Collaboration with environmental organisations should be considered, particularly where schemes are close to areas of environmental interest e.g. designated sites, habitat, to ensure opportunities for study and conservation are explored.
28	Construction should be undertaken in line with a Construction Management Plan (CMP) which should include measures to manage construction traffic, reduce environmental impacts and make the most of opportunities for enhancement such as landscape and habitat planting. CMPs should also encourage the use of best practice construction methods and equipment.

# 6 MONITORING

- 6.1.1 The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified and remedial action imposed. The purpose of the monitoring is to provide an important measure of the environmental outcome of the final LTP, and to measure the performance of the plan against environmental objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.
- 6.1.2 Buckinghamshire County Council already monitors some aspects of the LTP through participation in the National Highways and Transportation Public Satisfaction Survey. The existing LTP3 sets out a number of measuring indicators. These relate primarily with transport related targets, such as buses running on time or reducing the number of people killed or injured in accidents. Where relevant, existing indicators already monitored for LTP3 have been incorporated.
- 6.1.3 SEA monitoring is related more to the environmental effects of the LTP. The proposed monitoring programme is set out in Table 6.1.

**Table 6.1: Proposed monitoring indicators**

SEA THEME	PROPOSED MONITORING INDICATORS
Air quality	<ul style="list-style-type: none"> <li>→ Local congestion indicator</li> <li>→ % reduction in NO<sub>x</sub> and primary PM<sub>10</sub> emissions through local authority's estate and operations</li> <li>→ Change in pollutant concentrations in AQMAs</li> <li>→ Exceedance of NO<sub>2</sub> annual mean objective and spatial extent of exceedance</li> </ul>
Biodiversity	<ul style="list-style-type: none"> <li>→ Proportion of green infrastructure provided in new developments</li> <li>→ Biodiversity enhancement measures carried out as part of transport schemes</li> </ul>
Climate change	<ul style="list-style-type: none"> <li>→ Transport related emissions per capita</li> </ul>
Health and well-being	<ul style="list-style-type: none"> <li>→ Number of reported accidents per billion vehicle miles</li> <li>→ People killed or seriously injured in road traffic accidents</li> <li>→ Number of noise complaints to Council regarding road or rail noise</li> <li>→ Change in Defra noise mapping for trunk roads</li> <li>→ Obesity in primary school age children in reception</li> <li>→ Obesity in primary school age children Year 6</li> <li>→ Workplace travel plans (% coverage)</li> <li>→ School travel plans (% coverage)</li> </ul>
Historic environment	<ul style="list-style-type: none"> <li>→ Number of designated heritage assets at risk (specifically from transport related risks)</li> <li>→ Non-designated historic assets, and number at risk specifically from transport related risks)</li> <li>→ Number of local heritage assets, and number at risk (specifically from transport related risks)</li> <li>→ Area of highly sensitive historic landscape characterisation types which have</li> </ul>

SEA THEME	PROPOSED MONITORING INDICATORS
	been altered at their character eroded
Land and soil resources	→ Area of Grade 1-3a agricultural land lost as part of new transport infrastructure development.
Landscape	→ % of journeys, made by residents and visitors, to Chilterns AONB made by sustainable transport. → % loss of designated areas of attractive landscape and district local landscape areas.
Population and communities	→ Working age people with access to employment by public transport.
Water resources	→ Number of water pollution incidents resulting directly from transport activities e.g. flooding from blocked or poorly maintained highways, drains and gullies. → % Waterbodies achieving 'Good' or 'Very Good' ecological status

# Appendix A

**REVIEW OF RELEVANT POLICIES, PLANS, PROGRAMMES AND  
LEGISLATION AND REGULATIONS**



## Review of relevant policies, plans, programmes, legislation and regulations for the Buckinghamshire LTP4 SEA

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
<p>SEA Directive 2001</p> <p>Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment</p>	<p>Provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.</p>	<p>Requirements of the Directive must be met in SEAs.</p>
<p>The Birds Directive 2009</p> <p>Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (this is the codified version of Directive 79/409/EEC as amended)</p>	<p>Creates a comprehensive scheme of protection for all wild bird species naturally occurring in the EU and places great emphasis on the protection of habitats for endangered as well as migratory species.</p>	<p>Include objectives for the protection of birds.</p>
<p>The Floods Directive 2007</p> <p>Directive 2007/60/EC on the assessment and management of flood risks</p>	<p>Establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods.</p>	<p>Ensure policies take account of the Directive and include sustainability objectives that relate to flood management and reduction of risk.</p>
<p>The Water Framework Directive 2000</p> <p>Directive 2000/60/EC establishing a framework for community action in the field of water policy</p>	<p>Established to regulate water bodies in all EU member states to develop a framework to protect and prevent deterioration of Europe's water bodies, which should all achieve 'good' water quality status by 2015.</p>	<p>Ensure policies take account of the Directive and include sustainability objectives to protect and minimise the impact on water quality.</p> <p>Regulation 17 states that each public body has a duty in exercising their functions so far as affecting a river basin district, to have regard to River Basin Management Plans (RBMPs). The RBMPs contain the status and objectives for all water bodies, and the actions that will be taken to achieve these outcomes.</p>
<p>Directive 2008/50/EC on ambient air quality and cleaner air for Europe</p>	<p>Designed to avoid, prevent or reduce harmful effects on human health and the environment as a whole, setting out measures for the assessment of ambient air quality and obtaining information on ambient air quality in order to help combat air pollution and nuisance. It includes the following key elements:</p> <p>→ The merging of existing legislation (except for the fourth daughter</p>	<p>Local plans should support this Directive by ensuring the air pollution is managed and possible steps are taken to alleviate air quality problems.</p>

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	<p>directive) with no change to existing air quality objectives<sup>88</sup></p> <ul style="list-style-type: none"> <li>→ New air quality objectives for PM2.5 including the limit value and exposure related objectives</li> <li>→ The possibility to discount natural sources of pollution when assessing compliance</li> <li>→ The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values</li> </ul>	
<p>The Habitats Directive 1992</p> <p>Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora</p>	<p>Promoted the maintenance of biodiversity by requiring Member States to define a common framework for the conservation of habitats and wild species listed on the Annexes to the Directive at a favourable conservation status, introducing robust protection for those habitats and species of European importance.</p>	<p>Ensure policies take account of the Directive and include sustainability objectives to protect and maintain the natural environment and important landscape features.</p>
<p>European Landscape Convention (Florence, 2002)</p>	<p>The convention promotes landscape protection, management and planning.</p>	<p>Ensure policies take account of the Convention and include sustainability objectives to protect the archaeological heritage.</p>
<p>European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)</p> <p>Revision of the 1985 Granada Convention and the 1969 London Convention</p>	<p>Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater. Creation of archaeological reserves and conservation of excavated sites.</p>	<p>Ensure policies take account of the Convention and include sustainability objectives to protect the archaeological heritage.</p>
<p>Johannesburg Declaration on Sustainable Development (2002)</p>	<p>Commitment to building a humane, equitable and caring global society aware of the need for human dignity for all.</p> <p>Renewable energy and energy efficiency.</p> <p>Accelerate shift towards sustainable consumption and production.</p>	<p>Ensure policies take account of the Declaration and include sustainability objectives to enhance the natural environment, increase resource and energy efficiency, and promote renewable energy technology.</p>
<p>Aarhus Convention (1998)</p>	<p>Established a number of rights of the public with regard to the environment. Local authorities should provide for:</p> <p>The right of everyone to receive environmental information</p> <p>The right to participate from an early stage in environmental decision making</p>	<p>Ensure policies take account of the Convention and that the public are involved and consulted at all relevant stages.</p>

88. Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and Decision on Exchange of Information 97/101/EC.

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	The right to challenge in a court of law public decisions that have been made without respecting the rights above or environmental law in general.	
Natural Environment White Paper, 2011 - The Natural Choice: securing the value of nature	Protecting and improving our natural environment; Growing a green economy; and Reconnecting people and nature.	Protect the intrinsic value of nature, recognise the multiple benefits it could have for communities and identify sustainability objectives relating to the enhancement of the natural environment.
The Future of Transport White Paper 2004: A network for 2030	Ensure we can benefit from mobility and access while minimising the impact on other people and the environment, now and in the future. Get the best out of our transport system without damaging our overall quality of life. Develop strategies that recognise that demand for travel will increase in the future. 20% reduction in carbon dioxide emissions by 2010 and 60% reduction by 2050. Transport is currently responsible for about a quarter of total emissions.	Ensure policies provide for an increase in demand for travel whilst minimising impact on the environment and promote public transport use rather than increasing reliance on the car.
Transport White Paper 2011: towards a competitive and resource efficient transport system	Aims to increase mobility, remove major barriers in key areas, fuel growth and employment, while dramatically reducing Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. By 2050, key goals will include: → No more conventionally-fuelled cars in cities. → 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. → 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. → All of which will contribute to a 60% cut in transport emissions by the middle of the century.	Promote the aims of the White Paper through minimising impact on the environment as a result of transport use and promote more sustainable modes of transport.
DCLG (2012) National Planning Policy Framework	Presumption in favour of sustainable development. Delivering sustainable development by: → Building a strong, competitive economy → Ensuring vitality of town centres → Promoting sustainable transport → Requiring good design	Development plans have a statutory status as the starting point for decision making. Sustainability appraisal should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors. This should include sustainability objectives relating to the key methods to

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	<ul style="list-style-type: none"> <li>→ Protecting Green Belt Land</li> <li>→ Meeting the challenge of climate change, flooding, and coastal change</li> <li>→ Conserving and enhancing the natural environment</li> <li>→ Conserving and enhancing the historic environment</li> </ul>	<p>deliver sustainable development.</p>
<p>DfT (2013) Door to Door: A strategy for improving sustainable transport integration</p>	<p>Describes the government's vision for an inclusive, integrated and innovative transport system that works for everyone, and where making door-to-door journeys by sustainable means is an attractive and convenient option. Four areas which need to be addressed for this are:</p> <ul style="list-style-type: none"> <li>→ accurate, accessible and reliable information about different transport options for their journey;</li> <li>→ convenient and affordable tickets, for an entire journey;</li> <li>→ regular and straightforward connections at all stages of the journey and between different modes of transport; and</li> <li>→ safe and comfortable transport facilities.</li> </ul>	<p>Include a relevant sustainability objective relating to sustainable transport to enhance provision and encourage active modes of travel.</p>
<p>Defra (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services</p>	<p>The strategy aims to guide conservation efforts in England up to 2020. Its mission is to move from a net biodiversity loss to gain, support healthy well-functioning ecosystems and establish coherent ecological networks.</p>	<p>Ensure the goals of the strategy for 2020 and 2050, based on Aichi Targets set at the Nagoya UN Biodiversity Summit (2010), are supported and promoted by enhancing conservation and biodiversity.</p>
<p>Defra (2011) Securing the Future: Delivering UK Sustainable Development Strategy</p>	<p>Enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life for future generations. There are four shared priorities:</p> <ul style="list-style-type: none"> <li>→ sustainable consumption and production;</li> <li>→ climate change and energy; natural resource protection and</li> <li>→ environmental enhancement; and</li> <li>→ sustainable communities.</li> </ul>	<p>Sets out indicators to give an overview of sustainable development and priority areas in the UK. Policies should meet the aims of the Sustainable Development Strategy.</p>
<p>DECC (2009) The UK Renewable Energy Strategy</p>	<p>Build the UK's low-carbon economy and promote energy security by increasing the use of renewable electricity, heat and transport. This would help to tackle climate change.</p>	<p>Encourage developments that would support renewable energy provision including transport. The UK Government suggests that 10% of transport energy could be from renewables, up from the current level of 2.6% of road</p>

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
		transport consumption. Overall, 15% of energy should be from renewable sources by 2020 and the UK CO2 emissions should be reducing by 750 million tonnes by 2030.
Defra (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland <sup>89</sup>	Make sure that everyone can enjoy a level of ambient air quality in public spaces, which poses no significant risk to health or quality of life. Render polluting emissions harmless.  Sets air quality standards for 13 air pollutants.	Ensure sustainability objectives to protect and improve air quality are promoted and develop policies that aim to meet the air quality standards.
Ancient Monuments and Archaeological Areas Act 1979 (amended)	Law passed by the government to protect the archaeological heritage of Great Britain.  Section 61(12) defines sites that warrant protection due to their being of national importance as 'ancient monuments'. These can be either Scheduled Ancient Monuments or "any other monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it".  The Act (in Part II) also introduced the concept of Areas of Archaeological Importance, city centres of historic significance which receive limited further protection by forcing developers to permit archaeological access prior to building work starting.	Should seek to protect and enhance the historic environment, including designated historic assets while developing transport infrastructure
Planning (Listed Building and Conservation Areas) Act 1990 (as amended in 2009)	Is an Act of the UK Parliament that altered the laws on granting of planning permission for building works, notably including those of the listed building system in England and Wales. The Planning (Listed Buildings and Conservation Areas) (Amendment No. 2) (England) Regulations 2009 came into force on 2 November 2009. They amend The Planning (Listed Buildings and Conservation Areas) (England) Regulations 1990 by substituting Schedule 4 of the 1990 Regulations (notices that a building has become listed or that a building has ceased to be listed), to reflect the fact that English Heritage now compiles lists of buildings of special architectural or historic interest and the	Should seek to protect and enhance the historic environment, including listed building and conservation areas while developing transport infrastructure

89. The Department for Environment, Food & Rural Affairs is has recently (November 2015) consulted on new draft air quality plans which are available at: <https://consult.defra.gov.uk/airquality/draft-aq-plans>. Once enacted, these plans will replace the existing Air Quality Strategy.

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	Secretary of State is responsible for approving them.	
Historic England Good Practice Advice Note 1, 2 and 3.	Provide information to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the National Planning Practice Guide (PPG).	Should seek to protect and enhance the historic environment.
Safeguarding our Soils – A Strategy for England (2009)	<p>Vision: By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Objectives include:</p> <ul style="list-style-type: none"> <li>→ agricultural soils will be better managed and threats to them will be addressed;</li> <li>→ soils will play a greater role in the fight against climate change and in helping us to manage its impacts;</li> <li>→ soils in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained; and</li> <li>→ pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with.</li> </ul>	Support the actions of this strategy to protect and enhance soil resources which may be damaged through transport infrastructure development.
The Flood and Water Management Act 2010	<p>Provides for better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges, and protects water supplies to the consumer.</p> <p>Highway Authorities are responsible for providing and managing highway drainage and roadside ditches, and must ensure that road projects do not increase flood risk.</p>	Project based aspects will need to consider future flood risk.
Flood Risk Management Plans	<p>Under the Flood Risk Regulations (2009) flood risk management plans have to be produced and published by December 2015.</p> <p>Lead local flood authorities will produce flood risk management plans for Flood Risk Areas. Flood Risk Areas have been identified through a Preliminary Flood Risk Assessment published in December 2011.</p>	Incorporate Flood Risk Management Plans.
Buckinghamshire Local Transport	The LTP objectives are:	Inform the development of

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
Plan 2011 - 2016	<ul style="list-style-type: none"> <li>→ To maintain or improve the reliability of journey times on key routes</li> <li>→ To improve connectivity and access between key centres</li> <li>→ To deliver transport improvements to support and facilitate sustainable housing and employment growth</li> <li>→ To ensure local transport networks are resilient and adaptable to shocks and impacts</li> <li>→ To reduce the need to travel</li> <li>→ To increase the proportion of people travelling by low emission modes of transport</li> <li>→ To protect, improve and maintain the local environment</li> <li>→ To reduce carbon emissions and waste associated with the Transport Authority</li> <li>→ To reduce the risk of death or injury on the county's roads</li> <li>→ To reduce crime, fear of crime and anti-social behaviour on the transport network</li> <li>→ To improve health by encouraging walking and cycling</li> <li>→ To reduce the negative impact of poor air quality</li> <li>→ To enable disadvantaged people to access employment sites &amp; opportunities</li> <li>→ To enable disadvantaged people to access key services and facilities</li> <li>→ To encourage and support the delivery and planning of local transport services by local groups, communities and individuals</li> </ul>	LTP4.
Buckinghamshire Biodiversity Action Plan, Forward to 2020	<p>Protect and enhance the county's biodiversity assets:</p> <ul style="list-style-type: none"> <li>→ Increase the overall extent of priority habitats including restoration, which includes restoration for areas that no longer meets standards for priority habitats</li> <li>→ Use Biodiversity Opportunity Areas as the most important areas for habitat creation and conservation efforts.</li> </ul>	Support creation, conservation and enhancement of priority habitats in the county.

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
Buckinghamshire Sustainable Community Strategy 2009-2026	<p>The strategy's main vision for 2026 is <i>"Economically prosperous and enterprising, in 2026 all Buckinghamshire communities enjoy a high quality of life in a valued and enhanced environment."</i></p> <p>The five themes of this plan are:</p> <ul style="list-style-type: none"> <li>→ Thriving Economy</li> <li>→ Sustainable Environment</li> <li>→ Safe Communities</li> <li>→ Health and Wellbeing</li> <li>→ Cohesive and Strong Communities</li> </ul>	This strategy / plan should be supported. Specifically, supporting it aims to efficiently manage and maintain the transport network, reduce fear of crime, promote healthy lifestyles, reduce levels of disadvantage and tackle climate change.
Buckinghamshire Strategic Economic Plan 2012 - 2031	<p>The Buckinghamshire Thames Valley Local Enterprise Partnership's vision is to create a vibrant balanced competitive Buckinghamshire economy.</p> <p>The Strategic Economic Plan sets the following targets for 2031:</p> <ul style="list-style-type: none"> <li>→ To achieve additional Gross Value Added (GVA) growth of £319m over the lifetime of the plan.</li> <li>→ To close the gap to achieve the G7 average.</li> <li>→ To deliver a minimum of 5,216 Apprenticeship starts per annum.</li> <li>→ To generate 6,800 additional net new jobs above pre-recession peak by 2020.</li> <li>→ Youth claimant count rate is no more than three times the overall claimant count rate.</li> </ul>	Support economic activities and adequate provision for economic growth.
Buckinghamshire Council Strategic Plan 2015-2017	<p>The Strategic plan is focused on the delivery of three themes:</p> <ul style="list-style-type: none"> <li>→ Safeguarding Our Vulnerable</li> <li>→ Creating opportunities and Building Self Reliance</li> <li>→ Keeping Buckinghamshire Thriving and Attractive</li> </ul>	Support continuous investment in the maintenance of the County's transport network.
Buckinghamshire Health and Wellbeing Strategy 2013-2016	This strategy aims to promote healthier lives for everyone in Buckinghamshire. The council also takes into consideration factors that can influence people's health and wellbeing, such as access to transport, housing and the environment.	Support and develop good accessibility to services, new and existing developments and the environment.
Buckinghamshire Business Unit Plan 2015/16 – 2017/18 – Transport, Economy and Environment	The Transport, Economy & Environment (TEE) Business Unit aims to spend £128m revenue and £258 capital over a three year period to deliver the Council's key strategic priorities for essential new	Support the aim of the TEE to deliver effective transportation and facilitate economic growth and environment services for



POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	infrastructure in Buckinghamshire.	Buckinghamshire.
Chilterns Area of Outstanding Natural Beauty Management Plan 2014-2019.	<p>The main aims of the Management Plan with relevance to this transport strategy are:</p> <ul style="list-style-type: none"> <li>→ to conserve and enhance the qualities of the AONB as part of the national landscape heritage.</li> <li>→ to keep forestry and farming as the dominant land uses in the AONB</li> <li>→ to conserve and enhance the wildlife value of all habitats.</li> <li>→ to protect and improve the quality of the Chilterns' water resource.</li> <li>→ to conserve and enhance the historic environment of the AONB.</li> <li>→ to allow the public to have good access to the historic environment.</li> <li>→ to ensure that development conserves and enhances the special qualities and characteristics of the Chilterns.</li> <li>→ to ensure the distinctive character of the built and natural environment of the Chilterns is improved.</li> <li>→ to provide high quality and enjoyable recreation and access opportunities to the public.</li> <li>→ to promote good health and a sense of well-being by promoting activities based on the sustainable enjoyment of the countryside.</li> <li>→ to conserve the natural beauty of the Chilterns as a result of sustainable social and economic activity.</li> <li>→ to base the local economy on environmentally sustainable principles.</li> </ul>	Support the appropriate aims of the Management Plan.
Buckinghamshire Green Infrastructure Strategy 2009	<p>The council's vision is based on a multi-functional network of natural, semi-natural and man-made greenspaces and green links that provide an environmental support system for communities and wildlife.</p> <p>There are a number of aims as part of this strategy:</p> <ul style="list-style-type: none"> <li>→ A high quality, diverse and accessible network widely valued by all those who visit, live, work and play in Buckinghamshire.</li> <li>→ Inspiring local communities and</li> </ul>	Promote the incorporation of green infrastructure into new developments and include an objective that relates to good accessibility, provision and quality of green open space.

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	<p>businesses to adopt low carbon and healthy lifestyles based on a greater awareness of their environmental footprints.</p> <ul style="list-style-type: none"> <li>→ Further connect urban areas with the surrounding countryside via Public Right of Way and access routes.</li> <li>→ Providing better access to greenspaces and the wider countryside.</li> <li>→ A network connected to a diverse range of wildlife habitats and provision of corridors for species dispersal and migration.</li> <li>→ Protecting the County's natural and historic environment.</li> </ul>	
Aylesbury Vale Core Strategy	<p>A proposed Aylesbury Vale Core Strategy was withdrawn on 5 February 2014 after examination by the Planning Inspectorate. A new local plan is currently under preparation but until its adoption, the previous Local Development Framework (2009) is the local plan in force.</p> <p>It plans for 26,890 dwellings by 2026, of these 16,800 distributed within and around Aylesbury, 5,390 provided as part of a strategic development area in the north east of Aylesbury Value close to Milton Keynes and 4,700 distributed amongst a range of sustainable locations throughout the rest of the district to support market towns and key villages.</p>	Will require particular consideration in regards to connectivity and access to new development as described in Policy CS2 – Aylesbury Spatial Strategy.
Chiltern Core Strategy 2011-2026	<p>Plans for 2,650 to 2,900 new dwellings to be built during the plan period.</p> <p>Development will mostly take place in Chesham, Amersham/Amersham-on-the-Hill, Chalfont St Peter and Little Chalfont. The core strategy aims to improve access to facilities and to provide supporting infrastructure for the local community as well as good access to new developments.</p>	Will require particular consideration of increased levels of traffic on the road network and connectivity and access to new developments as described mainly in Policy CS25 – Dealing with the impact of new development on the transport network and CS1 – The Spatial Strategy
South Bucks Core Strategy 2016-2026	<p>Plans for 2,200 to 2,800 new dwellings to be built during the plan period.</p> <p>Development will mostly take place around Beaconsfield, Gerrards Cross and Burnham with 1,000 dwellings completed over the first five year period. The strategy identifies two opportunity sites around Mill Lane and Wilton Park, with a potential for up to 400 homes and a hotel. According to the strategy, traffic congestion in Beaconsfield will be addressed over the Plan period through a range of measures,</p>	Will require particular consideration of connectivity and access to new development in line with Core Policy 6 – Local Infrastructure Needs and Core Policy 7 – Accessibility and Transport

POLICY, PLAN, PROGRAMME OR LEGISLATION	OBJECTIVE OR REQUIREMENTS OF THE POLICY, PLAN, PROGRAMME OR LEGISLATION	HOW THE OBJECTIVES OR REQUIREMENTS MIGHT BE TAKEN ON BOARD
	which could include provision of an A355 relief road later in the period.	
Wycombe Development Framework Core Strategy 2008-2026	Plans for the delivery of approximately 400 additional dwellings pa, mostly situated within the Western Corridor of Wycombe. As part of its strategy, the plan aims to deliver a transport hub on the south side of High Wycombe that includes regional coachway and improved public transport accessibility.	Will require particular consideration of connectivity and access to new development and an improved public transport system as stated in Policy 16 – Transport.



REPORT N° 62103315-004

# BUCKINGHAMSHIRE LOCAL TRANSPORT PLAN 4

HABITATS REGULATIONS ASSESSMENT  
SCREENING REPORT

PUBLIC

MARCH 2016

**BUCKINGHAMSHIRE LOCAL  
TRANSPORT PLAN 4**  
**HABITATS REGULATIONS  
ASSESSMENT SCREENING REPORT**  
**Buckinghamshire County Council**

**Final Issue  
Public**

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# 1 INTRODUCTION

## 1.1 BACKGROUND

1.1.1 The Local Transport Act (2000)<sup>1</sup> as amended by the Local Transport Act (2008)<sup>2</sup> requires Buckinghamshire County Council to produce a Local Transport Plan. The fourth Buckinghamshire Local Transport Plan (LTP4) proposes an approach for addressing current and future transport issues in the county over the period mid 2016 – 2036.

1.1.2 In addition to the statutory responsibilities required by the Local Transport Acts (2000 and 2008), the LTP4 sets out how transport can play its part in realising the council's vision to make Buckinghamshire a '*great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country*'.

1.1.3 The plan covers all modes of transport and covers the period 2016 - 2036 with the following objectives:

Objective 1: Connected Buckinghamshire - Provide a well-connected, efficient and reliable transport network which links to key national and international destinations helping Buckinghamshire's residents and economy to flourish while capitalising on external investment opportunities.

Objective 2: Growing Buckinghamshire - To secure good road, public transport, cycle and walking infrastructure and service provision, working in partnership with local businesses, the community and district councils through a range of initiatives and taking advantage of new and emerging technologies to meet the (current and future) needs of residents as Buckinghamshire grows.

Objective 3: Healthy, Safe and Sustainable Buckinghamshire - Allow residents to improve their quality of life and health, by promoting sustainable travel choices and access to opportunities that improve health. Ensure transport systems are accessible by all, safe and allow people to make the most of Buckinghamshire whilst protecting its special environments.

Objective 4: Empowered Buckinghamshire - Allow everybody to access the educational, work and social opportunities they need to grow. Increase opportunities for residents to support themselves and their communities by enabling local transport solutions.

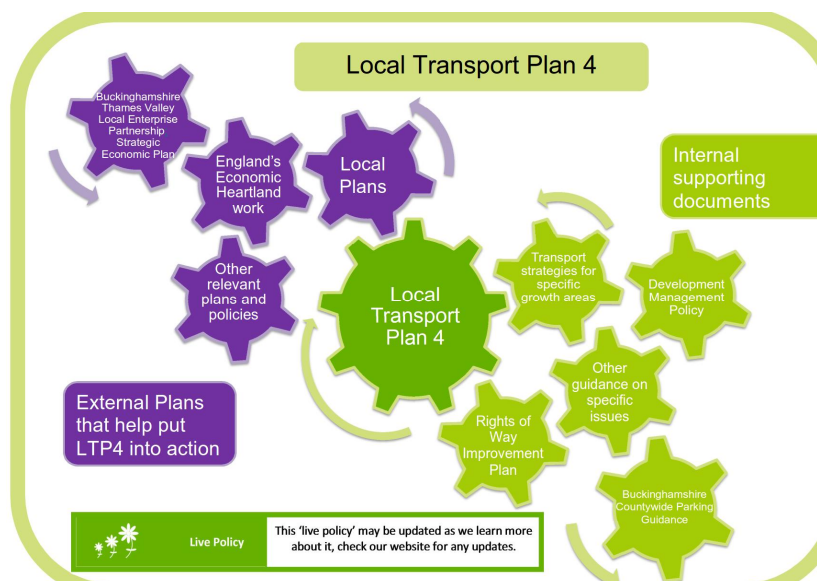
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1 Transport Act (2000): <http://www.legislation.gov.uk/ukpga/2000/38/contents>

2 Local Transport Act (2008): <http://www.legislation.gov.uk/ukpga/2008/26/contents>

- 1.1.4 A critical role of the LTP4 is to provide the necessary transport, infrastructure and connectivity improvements to enable Buckinghamshire County Council's vision to be realised. 19 policies have been identified, which set out the high-level approach to transport in Buckinghamshire. Additional documents will be developed to support LTP4 as the local planning context develops.
- 1.1.5 LTP4 is Buckinghamshire County Council's highest level of transport policy. Supplementary, more detailed documents, which will provide further policy and guidance/implementation plans will be produced at a later stage (refer to Figure 1.1 for process).

**Figure 1-1 LTP4 Strategy and Implementation Documents**



- 1.1.6 Under the requirements of European Council Directive 92/43/EEC 'the Habitats Directive'<sup>3</sup> and Council Directive 79/409/EEC 'the Wild Birds Directive'<sup>4</sup> it is necessary to consider whether Buckinghamshire LTP4 may have likely significant effects upon areas of nature conservation importance designated/classified under the Directives. Should likely significant effects be identified it would be necessary to further consider the impacts of Buckinghamshire LTP4 by way of an 'Appropriate Assessment'. This process of assessment under the requirements of the Habitats Directive (as transposed into UK legislation by the Conservation of Habitats and Species Regulations 2010<sup>5</sup>: 'the Habitat Regulations') is described within this document as Habitat Regulations Assessment (HRA).

## 1.2 REPORT FRAMEWORK

- 1.2.1 This HRA screening report has been produced as part of a Strategic Environmental Assessment (SEA) for Buckinghamshire LTP4. This screening assessment, and any subsequent Appropriate Assessment that may be required, has been prepared in parallel to a Strategic Environmental Assessment (SEA) and will ensure that all HRA-related considerations are fully integrated into Buckinghamshire LTP4 as it is developed.

3 Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31992L0043:EN:NOT>

4 Council Directive 79/409/EEC on the conservation of wild birds: [http://europa.eu/legislation\\_summaries/environment/nature\\_and\\_biodiversity/ev0024\\_en.htm](http://europa.eu/legislation_summaries/environment/nature_and_biodiversity/ev0024_en.htm)

5 The Conservation of Habitats and Species Regulations 2010/490: <http://www.legislation.gov.uk/ukSI/2010/490/contents/made>

### 1.2.2 This report details:

- The HRA process and methodology for assessment;
- The relevant Natura 2000 and Ramsar sites within the zone of influence for Buckinghamshire LTP4;
- The challenges of Buckinghamshire LTP4 and how these may impact upon relevant Natura 2000 and Ramsar sites;
- The likely significant effects of Buckinghamshire LTP4; and
- Further considerations for Buckinghamshire LTP4.

### 1.2.3 The LTP4 will provide an overarching framework from which a series of more detailed policies and plans will be produced. It should be noted that this HRA screening assessment has been based solely upon the Buckinghamshire LTP4 strategy and does not include a detailed analysis of any projects that may arise as a result of the strategy.

# 2 HABITATS DIRECTIVE AND HABITATS REGULATION ASSESSMENT

## 2.1 HABITATS REGULATIONS ASSESSMENT

- 2.1.1 Under Article 6 of the Habitats Directive an assessment is required where a plan or project, not directly connected with or necessary to the management of a Natura 2000 site, either individually or in combination with other plans or projects, is likely to have a significant effect upon that site. Natura 2000 is a network of areas designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European community. This includes Special Areas of Conservation (SAC) designated under the habitats directive for their habitats and/or species of European importance and Special Protection Areas (SPA) classified under the conservation of Wild Birds Directive for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands. In addition, it is a matter of law that candidate SAC (cSAC) are considered in this process, although potential SACs (pSACs), which are proposed in the UK but which are yet to be submitted to the European Commission are not included. It is a matter of government policy that sites designated under the 1971 Ramsar convention for their internationally important wetlands (commonly known as Ramsar sites) and potential SPAs (pSPAs) are considered.
- 2.1.2 The requirements of the habitats directive are transposed into English law out to territorial water limits (12 nautical miles) by means of the Conservation of Habitats and Species Regulations 2010. The Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007<sup>6</sup> transpose the Habitats Directive in the UK offshore marine area (beyond 12 nautical miles). European offshore marine sites require consideration in the HRA process.
- 2.1.3 Paragraph 3, Article 6 of the Habitats Directive states that:
- 'any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives...the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public'.*
- 2.1.4 Paragraph 4, Article 6 of the Habitats Directive states that:
- 'if, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest... the member state shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected...'*

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6 SI 2007/1842 - [http://www.opsi.gov.uk/si/si2007/uksi\\_20071842\\_en\\_1](http://www.opsi.gov.uk/si/si2007/uksi_20071842_en_1)

2.1.5 These requirements are implemented in the UK through Regulations 61, 62, 66 and 67 of the Habitat Regulations.

## 2.2 STAGES OF HABITATS REGULATIONS ASSESSMENT

2.2.1 The Commission guidance on the Habitats Directive sets out four distinct stages for assessment under the directive<sup>7</sup>:

1. Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant.
2. Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site. Specific guidance on this stage is provided in habitat regulations guidance note 1<sup>8</sup>.
3. Stage 3: Assessment of Alternative Solutions: the processes that examine alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site.
4. Stage 4: Assessment where no Alternative Solutions Exist and where Adverse Impacts Remain: an assessment of whether the development is necessary for Imperative Reasons of Overriding Public Interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.

2.2.2 This report presents the findings of the Screening Assessment undertaken as part of Stage 1 of the HRA process to establish whether or not the likely impacts of Buckinghamshire LTP4 could have significant effects upon Natura 2000 and Ramsar sites. As this HRA assessment is of a strategic plan level rather than of specific projects, the information presented within this assessment is high-level and as such differs in the level of detail that might be presented for project level HRA screening exercises. Buckinghamshire LTP4 SEA has assumed a 20 year strategy. As a result of this, and the size of the area covered, any project brought forward under Buckinghamshire LTP4 may still require its own HRA assessment and the assessment documented in this report does not preclude the need for project-level assessment at a later stage.

## 2.3 STEPS IN SCREENING

2.3.1 The European Commission guidance recommends that screening should fulfil the following steps:

1. Determine whether the plan is directly connected with or necessary for the management of Natura 2000 sites;
2. Describe the plan and describe and characterise any other plans or projects which, in combination, have the potential for having significant effects on Natura 2000 sites;
3. Identify the potential effects on Natura 2000 sites; and
4. Assess the likely significance of any effects on Natura 2000 sites.

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<sup>7</sup> Assessment of plans and projects significantly affecting Natura 2000 sites (European Commission, 2001)

<sup>8</sup> English Nature (2004). Habitat Regulations Guidance Note #1: The Appropriate Assessment (Regulation 48), The Conservation (Natural Habitats &c.) Regulations, 1994.

# 3 NATURA 2000 AND RAMSAR SITES

## 3.1 ZONE OF INFLUENCE

- 3.1.1 The Zone of Influence (ZoI) is defined by the potential effects arising from the project or plan and the available pathways for those effects to reach and affect interest features of Natura 2000 and Ramsar sites.
- 3.1.2 In order to identify all sites where potential direct, indirect and in-combination impacts to Natura 2000 and Ramsar sites could reasonably be considered possible, an initial buffer of 2 km around Buckinghamshire county boundary was established. This buffer was extended accordingly where there were potential hydrological connections present and up to 30 km where bats are qualifying features of a SAC, cSAC or pSAC. This approach follows Highways Agency (HA) Design Manual for Roads and Bridges<sup>9</sup> (DMRB) guidance and provides a contextual framework for the consideration of impacts.
- 3.1.3 Furthermore, consideration was given to Natural England Impact Risk Zones (IRZ) for corresponding Sites of Special Scientific Interest (SSSI)<sup>10</sup>.

## 3.2 IDENTIFICATION OF RELEVANT SITES

- 3.2.1 One SPA and five SACs were found within the ZoI (refer to Table 3.1 and Figure 3.1):
- Burnham Beeches SAC;
  - Aston Rowant SAC
  - Chilterns Beechwoods SAC,
  - Windsor Forest and Great Park SAC,
  - South West London Waterbodies SPA (located just beyond the 2 km ZoI but included due to potential hydrological connectivity),
  - Mole Gap to Reigate Escarpment SAC
- 3.2.2 Site data is summarised in Tables 3.1 – 3.3. Data were collated using information contained within Natura 2000 data forms held by the Joint Nature Conservation Council (JNCC)<sup>11</sup>. Site vulnerability statements were informed by site Conservation Objectives<sup>12</sup>, SSSI condition reviews and Natural England's 'Views about Management' (VAM)<sup>13</sup>.

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9 Standards for Highways, DMRB, Volume 11, Section 4, HD4409

10 Zones around each SSSI identified by Natural England according to the particular sensitivities of the features for which it is notified and types of development that have the potential to have adverse impacts.

11 Joint Nature Conservation Committee (JNCC: [www.jncc.gov.uk](http://www.jncc.gov.uk)) accessed January 2016

12 Natural England Conservation Objectives compiled September 2010

13 Natural England Condition of SSSI Units, compiled 01 August 2010:  
<http://www.sssi.naturalengland.org.uk/Special/search>

Table 3-1 Natura 2000 and Ramsar Sites Located within Zol for Buckinghamshire LTP4 (County Boundary)

SITE NAME, DESIGNATION, SIZE AND CODE AND CONSERVATION OBJECTIVES	QUALIFYING FEATURE / INTEREST FEATURE		SITE VULNERABILITIES / KEY ISSUES AND THREATS TO INTEGRITY
	HABITAT	SPECIES	
<p>Burnham Beeches SAC, (383.71Ha), UK0030034</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats;</li> <li>The structure and function (including typical species) of qualifying natural habitats; and</li> <li>The supporting processes on which qualifying natural habitats rely.</li> </ul>	<p>H9120. Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robur-petraeae</i> or <i>Ilici-Fagenion</i>); Beech forests on acid soils</p>	N/a	<p>Nitrogen deposition (air pollution) could result in composition changes over time and as such is a key threat.</p> <p>Veteran trees are vulnerable to damage caused by public access and disturbance.</p> <p>Habitat fragmentation is also a key threat due to pressure for new housing development the vicinity of the SAC potentially isolating the site from surrounding countryside.</p> <p>The negative impact of deer on woodland/ground flora composition and tree reproduction in the long term is a key threat. In addition, a declining number of veteran trees is having significant impact on habitat availability for specialised saproxylic invertebrates.</p> <p>Invasive species are a key threat - control measures for Oak processionary moth could pose a threat to native invertebrate populations. Continued control measures required for Rhododendron, as it acts as host for the pathogen causing sudden oak death (which also affects beech).</p>
<p>Aston Rowant SAC, (124.89 Ha), UK0030082</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats;</li> <li>The structure and function (including typical species) of qualifying natural habitats; and</li> <li>The supporting processes on which</li> </ul>	<p>H5130. <i>Juniperus communis</i> formations on heaths or calcareous grasslands; Juniper on heaths or calcareous grasslands</p> <p>H9130. <i>Asperulo-Fagetum</i> beech forests; Beech forests on neutral to rich soils</p>	N/a	<p>A key threat is the conservation of the Juniper due to its reproduction on present day lowland sites.</p> <p>Habitat fragmentation and increasing isolation of juniper populations is a key threat to the maintenance of self-sustaining populations in the long-term.</p> <p>The negative impact of deer on woodland/ground flora composition and tree reproduction in the long term is a key threat.</p> <p>Conflicting conservation objectives between juniper management and the use of grazing (incompatible with juniper establishment) across the site is a key threat.</p> <p>The potential of disease (<i>Phytophthora austrocedrae</i>) is a key threat to re-establishment programmes for juniper.</p> <p>Nitrogen deposition (air pollution) could result in composition</p>



SITE NAME, DESIGNATION, SIZE AND CODE AND CONSERVATION OBJECTIVES	QUALIFYING FEATURE / INTEREST FEATURE		SITE VULNERABILITIES / KEY ISSUES AND THREATS TO INTEGRITY
	HABITAT	SPECIES	
qualifying natural habitats rely.			changes over time and as such is a key threat.
<p>Chilterns Beechwoods SAC, (1285.86 Ha), UK0012724</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>• The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>• The structure and function (including typical species) of qualifying natural habitats;</li> <li>• The structure and function of the habitats of qualifying species;</li> <li>• The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</li> <li>• The populations of qualifying species; and,</li> <li>• The distribution of qualifying species within the site.</li> </ul>	<p>H6210. Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>); Dry grasslands and scrublands on chalk or limestone</p> <p>H9130. <i>Asperulo-Fagetum</i> beech forests; Beech forests on neutral to rich soils</p>	<p>S1083. <i>Lucanus cervus</i> (Stag beetle)</p>	<p>A key threat is the impact of historic management and climate change on woodland regeneration and species composition caused by.</p> <p>The negative impact of deer on woodland/ground flora composition and tree reproduction in the long term is a key threat.</p> <p>A key threat the management of stag beetle, and its habitat, is the lack species recording and monitoring, which is causing changes in species distributions.</p> <p>Invasive species (Grey squirrels <i>Sciurus carolinensis</i> and edible dormouse <i>Glis glis</i>) are potentially a key threat to natural tree regeneration.</p> <p>Box blight has been observed at Ellesborough and Kimble Warrens SSSI which represent the rare habitat type of box-dominated woodland. As such diseases are a key threat.</p> <p>Removal of dead wood is a key threat due to impact in saproxylic invertebrate fauna, whether by the public or in the interests of health and safety, and tidiness.</p> <p>Nitrogen deposition (air pollution) could result in composition changes over time and as such is a key threat.</p>

Table 3-2 Natura 2000 and Ramsar Sites Located within Zol for Buckinghamshire LTP4 (2 km Buffer)

SITE NAME, DESIGNATION, SIZE AND CODE AND CONSERVATION OBJECTIVES	QUALIFYING FEATURE / INTEREST FEATURE		SITE VULNERABILITIES / KEY ISSUES AND THREATS TO INTEGRITY
	HABITAT	SPECIES	
<p>Windsor Forest and Great Park SAC, (1680.18 Ha), UK0012586</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>The structure and function (including typical species) of qualifying natural habitats;</li> <li>The structure and function of the habitats of qualifying species;</li> <li>The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</li> <li>The populations of qualifying species; and</li> <li>The distribution of qualifying species within the site.</li> </ul>	<p>H9120. Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robur-petraeae</i> or <i>Ilici-Fagenion</i>); Beech forests on acid soils</p> <p>H9190. Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains; Dry oak-dominated woodland</p>	<p>S1079. <i>Limoniscus violaceus</i> (Violet click beetle)</p>	<p>A key threat is the loss of beech forest habitat and reduced habitat for the violet click beetle due to the loss of ancient/veteran beech trees.</p> <p>The loss of ancient/veteran oak trees is a key threat to Old acidophilous oak woods habitat and associated flora (including fungi) and fauna.</p> <p>Invasive species are a key threat such as oak processionary moth, (causing loss of ancient oaks), Turkey oak (impacts on the natural regeneration potential of native oak) and Rhododendron (impacts on scrub /grassland /flower rich supporting habitats of saproxylic species)</p> <p>Disease of the native oak is a key threat though it is uncertain how significant this could be for the ancient oak population.</p> <p>Nitrogen deposition (air pollution) could result in composition changes over time and as such is a key threat.</p>
<p>South West London Waterbodies SPA, UK9012171 (825.1 Ha)</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>The extent and distribution of the</li> </ul>	N/a	<p>Qualifying Fauna –</p> <p>Northern shoveler (<i>Anas clypeata</i>)</p> <p>Gadwall (<i>Anas strepera strepera</i>)</p> <p>Noteworthy Fauna –</p>	<p>A key threat is impacts of public access/disturbance on wintering gadwall and shoveler and loss of suitable habitat through recreational management.</p> <p>Changes in distributions of gadwall and shoveler due to offsite factors are a key threat. Wetland and terrestrial habitat outside the SPA (more than 50 waterbodies) is making a significant contribution to sustaining the SPA population and there are specified non-designated sites that are unofficially recognised locally as supporting the SPA population.</p>

SITE NAME, DESIGNATION, SIZE AND CODE AND CONSERVATION OBJECTIVES	QUALIFYING FEATURE / INTEREST FEATURE		SITE VULNERABILITIES / KEY ISSUES AND THREATS TO INTEGRITY
<p>habitats of the qualifying features;</p> <ul style="list-style-type: none"> <li>The structure and function of the habitats of the qualifying features;</li> <li>The supporting processes on which the habitats of the qualifying features rely;</li> <li>The population of each of the qualifying features; and,</li> <li>The distribution of the qualifying features within the site.</li> </ul>	HABITAT	SPECIES	<p>Invasive Species are a key threat. Infestations of <i>Crassula helmsii</i> reduce the invertebrate food of gadwall and shoveler. Egyptian geese will potentially compete with gadwall and shoveler for food and habitat resources.</p> <p>Natural changes to site conditions due to the inevitable maturation of gravel pits is a key threat as it alters roosting and feeding provision in terms of bankside vegetation, water chemistry and aquatic biodiversity.</p> <p>Fish stocking is a key threat as stocking of fish for recreation angling negatively impacts upon SPA bird populations.</p> <p>A key threat is inappropriate weed control as control or removal of waterweed for watersports potentially impacts upon the availability of food for gadwall and shoveler.</p>
		<p>Great crested grebe (<i>Podiceps cristatus cristatus</i>)</p> <p>Great cormorant (<i>Phalacrocorax carbo carbo</i>)</p> <p>Tufted duck (<i>Aythya fuligula</i>)</p> <p>Black-necked grebe (<i>Podiceps nigricollis nigricollis</i>)</p> <p>Smew (<i>Mergellus albellus</i>)</p>	

Table 3-3 Natura 2000 and Ramsar Sites Located within Zol for Buckinghamshire LTP4 (Bat SACs within 30 km)

SITE NAME, DESIGNATION, SIZE AND CODE AND CONSERVATION OBJECTIVES	QUALIFYING FEATURE / INTEREST FEATURE		SITE VULNERABILITIES / KEY ISSUES AND THREATS TO INTEGRITY
	HABITAT	SPECIES	
<p>Mole Gap to Reigate Escarpment SAC UK0012804 (887.68 Ha) 26km from Buckinghamshire</p> <p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>The structure and function (including typical species) of qualifying natural habitats;</li> <li>The structure and function of the habitats of qualifying species;</li> <li>The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</li> <li>The populations of qualifying species; and</li> <li>The distribution of qualifying species within the site.</li> </ul>	<p>H4030. European dry heaths</p> <p>H5110. Stable xerothermophilous formations with <i>Buxus sempervirens</i> on rock slopes (<i>Berberidion p.p.</i>); Natural box scrub</p> <p>H6210. Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>) (important orchid sites); Dry grasslands and scrublands on chalk or limestone (important orchid sites)*</p> <p>H9130. <i>Asperulo-Fagetum</i> beech forests; Beech forests on neutral to rich soils</p> <p>H91J0. <i>Taxus baccata</i> woods of the British Isles; Yew-dominated woodland*</p>	<p>S1166. Great crested newt (<i>Triturus cristatus</i>)</p> <p>S1323. Bechstein`s bat (<i>Myotis bechsteinii</i>)</p>	<p>Disease is a key threat with box blight spreading and affecting SAC feature 'stable box scrub on steep chalk slopes' (only native site for this feature).</p> <p>Scrub is encroaching onto the chalk grassland, as such inappropriate scrub control is a key threat.</p> <p>A key threat is change in land management as to maintain a species-rich sward and its associated insects and other invertebrates, chalk grasslands require active management, which some parts of the site do not have appropriate active management.</p> <p>Public access/disturbance is a key threat as increasing pressure by increased numbers of visitors on protected sites and disturbance on the species can become damaging.</p> <p>Nitrogen deposition (air pollution) could result in composition changes over time and as such is a key threat.</p>

\* Priority natural habitats or species - Some of the natural habitats and species listed in the Habitats Directive and for which SACs have been selected are considered to be particular priorities for conservation at a European scale and are subject to special provisions in the Directive and the Habitats Regulations. These priority natural habitats and species are denoted by an asterisk (\*) in Annex I and II of the Directive.

# 4 SCREENING ASSESSMENT

## 4.1 STEP 1: THE STRATEGY AND MANAGEMENT OF EUROPEAN SITES

4.1.1 This stage considers whether the Buckinghamshire LTP4 is directly connected with or necessary to the management of the Natura 2000 sites listed. Within this context 'directly' means that the plan is solely conceived for the conservation management of a site or group of sites and 'management' refers to the management measures required in order to maintain in favourable condition the features for which the Natura 2000 site has been designated.

4.1.2 The Buckinghamshire LTP4 is neither directly connected with, nor necessary for, the management of any of the Natura 2000 sites listed. As such it is clear that further consideration of the plan by way of a HRA screening assessment is required.

## 4.2 STEP 2: DESCRIPTION OF BUCKINGHAMSHIRE LTP4

4.2.1 The LTP4 sets out how transport can realise the following objectives of Buckinghamshire County Council over the period 2016 - 2036:

Objective 1: Connected Buckinghamshire - Provide a well-connected, efficient and reliable transport network which links to key national and international destinations helping Buckinghamshire's residents and economy to flourish while capitalising on external investment opportunities.

Objective 2: Growing Buckinghamshire - To secure good road, public transport, cycle and walking infrastructure and service provision, working in partnership with local businesses, the community and district councils through a range of initiatives and taking advantage of new and emerging technologies to meet the (current and future) needs of our residents as Buckinghamshire grows.

Objective 3: Healthy, Safe and Sustainable Buckinghamshire - Allow residents to improve their quality of life and health, by promoting sustainable travel choices and access to opportunities that improve health. Ensure transport systems are accessible by all, safe and allow people to make the most of Buckinghamshire whilst protecting its special environments.

Objective 4: Empowered Buckinghamshire - Allow everybody to access the educational, work and social opportunities they need to grow. Increase opportunities for residents to support themselves and their communities by enabling local transport solutions.

4.2.2 Nineteen policies are proposed to achieve the above-described objectives and set out the high-level approach to transport in Buckinghamshire. These are identified in Table 4.1.

**Table 4-1 SUMMARY OF BUCKINGHAMSHIRE LTP4 POLICIES**

POLICY	DESCRIPTION
Policy 1 – Managing demand for our services – We will work to deliver our services in the most efficient way: to reduce the need to travel; and to help reduce demand for Council services.	To manage demand for services, work with partners to: <ul style="list-style-type: none"> <li>- Decide the best way to use resources.</li> <li>- Understand what other people might be able to deliver better;</li> <li>- Identify what could be done in a more efficient way, for example providing services online.</li> <li>- Work closely with residents and businesses to help them understand the options, and build support.</li> </ul>

POLICY	DESCRIPTION
<p>Policy 2 – Beyond Buckinghamshire – We will work to improve the connectivity and reliability of Buckinghamshire’s transport network, stimulate economic growth and promote safer more sustainable travel.</p>	<p>Buckinghamshire has existing key transport connections. Key challenges on these networks have been identified, and in some cases solutions to them are being considered. Better understanding of the issues / new issues may be identified throughout the life cycle of the LTP4.</p>
<p>Policy 3 - Development management - We will keep Buckinghamshire thriving and attractive by getting the best deal from new development. Our dedicated Development Management Policy will help developers to ensure new development meets Buckinghamshire’s needs.</p>	<ul style="list-style-type: none"> <li>- Get the best deal for Buckinghamshire from economic growth and development.</li> <li>- Maximise external investment in the county’s infrastructure;</li> <li>- Create the right conditions for firms to flourish and succeed</li> </ul> <p>The Development Management Policy will inform the Council’s advice to district councils when consulted on the transport impacts of planning applications as the highway authority. Developers (and anybody else with an interest) should refer to the dedicated Development Management Policy.</p>
<p>Policy 4 – Maximising our rail network - We will work in partnership with key stakeholders to develop a reliable rail transport network that: provides effective access within the county; links us to the rest of the country; and is integrated with other modes of transport, including airports.</p>	<p>The policy’s aims are to:</p> <ul style="list-style-type: none"> <li>- Grow Buckinghamshire’s economy through the provision of a reliable network with good capacity;</li> <li>- Provide improved connectivity in Buckinghamshire and to national and international destinations</li> <li>- Provide improved integration between modes, to promote a seamless, reliable and punctual journey;</li> <li>- Promote attractive onward links by sustainable modes of transport, such as walking and cycling.</li> </ul> <p>Achieved by:</p> <ul style="list-style-type: none"> <li>- Working with the rail industry (and other stakeholders) to improve stations and encouraging improved services, new transport connections, better access;</li> <li>- Continue to work as an active member of the East West Rail Consortium</li> <li>- Promote the integration of transport services through common branding, ticketing and network coordination.</li> <li>- Assist operators and key stakeholders in marketing;</li> <li>- Work with other rail industry stakeholders, developers and communities to develop new solutions and promote integration;</li> <li>- Make public transport accessible to as many people as possible;</li> <li>- Support development in locations that support the use of rail (and other relatively sustainable modes).</li> </ul>
<p>Policy 5 – Maximising our rail network - We will work to ensure that HS2 is built with minimal disruption to residents and that it brings benefits to Buckinghamshire including a new East West Rail station in the north of the county and high-quality restoration of construction sites.</p>	<p>The proposed HS2 route lies across Buckinghamshire and its construction period lasts through much of LTP4’s duration. At the time of writing this Plan, no stations are currently planned in Buckinghamshire. The Council believes that there is a case for a new station in north of the county, on the East-West Rail line. This would provide a connection for businesses and residents in the north of Buckinghamshire to key business centres in the UK and could also be used to bring HS2 workers into the area</p>
<p>Policy 6 - Aviation - We will work with partners to improve connections with key airports, to maximise the potential for growth whilst protecting the county’s unique environment. We will work with partners to ensure the views of Buckinghamshire’s</p>	<p>Nearby airports at Heathrow and Luton provide significant aviation related employment opportunities for Buckinghamshire and links to important international business and leisure opportunities. Good connections with these airports, appropriate infrastructure and related facilities are vital for Buckinghamshire to thrive.</p> <p>The proposed expansion of Heathrow Airport is forecast to result in a</p>

POLICY	DESCRIPTION
<p>residents are represented: so aviation works for Buckinghamshire.</p>	<p>substantial increase in employment at and around the airport, generating up to 77,000 jobs by 2030. This will present an important economic opportunity to Buckinghamshire, particularly if the county is provided with good multi-modal transport connections with Heathrow. To ensure Buckinghamshire is well connected to Heathrow Airport, London Luton Airport and other international gateways, the Council look to:</p> <ul style="list-style-type: none"> <li>- Work with neighbouring local authorities and infrastructure providers to develop reliable and efficient connections to these major national and international gateways;</li> <li>- Work with train and coach operators to provide efficient access to these major destinations;</li> <li>- Work with partners to help to reduce congestion on key roads, such as A413, A4010, A355 and M40.</li> </ul> <p>The impact of airports on the local environment (including that from surface access to the airport for people and goods) needs to be carefully considered and taken into consideration when assessing the costs and benefits of major aviation schemes. To protect Buckinghamshire's special environment we will work with partners to:</p> <ul style="list-style-type: none"> <li>- Minimise potential adverse environmental impacts of airport expansion in partnership with central Government, the aviation industry, providers of surface access transport infrastructure and services, neighbouring local authorities, and other relevant stakeholders;</li> <li>- Encourage travel to airports using sustainable modes of transport (such as rail and coach travel), working in partnership with transport infrastructure and service providers;</li> <li>- Ensure Buckinghamshire's views are represented in responses to airport expansion proposal, particularly at Heathrow.</li> </ul>
<p>Policy 7 – Reliable road travel – We will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads. We will work to give Buckinghamshire's people and businesses the certainty of journey times they need, on a network that has the capacity and connectivity for the growth we expect.</p>	<p>The towns and villages in Buckinghamshire's relatively rural county are connected by a complex road network that often provides the only transport link, so the effective operation of these roads is essential. This involves:</p> <ul style="list-style-type: none"> <li>- Work to ensure that road journey times are reliable throughout the county;</li> <li>- Develop robust business cases for reducing congestion in areas and corridors that are most severely affected by delays;</li> <li>- Work with developers and district councils to ensure that new developments are integrated with the existing road network and that potential congestion caused by the site is properly managed and mitigated (including through Section 278 and Section 106 agreements). See also the 'Managing the impact of new developments' section above;</li> <li>- Encourage Highways England's investment programme to develop and enhance strategic roads that help Buckinghamshire thrive, as part of an integrated plan to ensure such schemes do not result in strain and delays on our feeder roads;</li> <li>- Work with partners, including Buckinghamshire Thames Valley Local Enterprise Partnership, England's Economic Heartland and other organisations, to identify opportunities for improvements;</li> <li>- Continue to work with bus operators to improve journey time reliability and capacity, including through Punctuality Improvement Partnerships where appropriate</li> <li>- Support the use of innovative technology. This could include semi-autonomous and autonomous vehicle technology, to enable vehicles to drive safely (so reducing delays caused by accidents)</li> </ul>

POLICY	DESCRIPTION
	<p>and in a way that maximises highway capacity. The 'Total Transport' policy (below) also discusses how this applies to public transport.</p> <ul style="list-style-type: none"> <li>- Develop more detailed documents to help put this policy (and the Plan as a whole) into action</li> </ul>
<p>Policy 8 - Maintaining our roads and other transport assets – We will take a rigorous, data driven, approach to understanding the condition and needs of the highways network. This will support the Council's objectives and provide the best value. Decisions should be based on good evidence of: the condition of our highways (including from the public and Councillors); the costs benefits and risks of different ways of improving them; and how we can minimise disruption on our highway networks.</p>	<p>Maintaining Buckinghamshire's roads, footpaths, cycle paths, rights of way and other highways infrastructure (such as bridges, streetlights and signs) has three main parts:</p> <ol style="list-style-type: none"> <li>1. Planned maintenance: larger and longer term investments, designed to improve the way highways infrastructure is managed. The Council's Highways Infrastructure Asset Management Policy will identify the best way to undertake planned maintenance. It will consist of a Policy, a Strategy and a number of more detailed plans. For locally important assets that don't have a strategic role, such as local access roads, a meeting will be offered to Councillors, to discuss the priorities for all roads in their division, to inform the prioritisation of schemes directly.</li> <li>2. Routine maintenance: works such as grass cutting and gully emptying are planned on a cyclical basis. We will continue to work to improve the way we do this using a rigorous, data driven, approach that considers the risks and benefits of different ways of improving our highway network.</li> <li>3. Reactive maintenance: when defects are identified through routine safety inspections or reports from members of the public. These defects are categorised according to the risk they pose to highway users and are prioritised accordingly for reactive repairs.</li> </ol>
<p>Policy 9 - Freight - Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers, residents or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire.</p>	<p>Managing freight transport is a vital part of keeping Buckinghamshire thriving. To make freight work for Buckinghamshire the Council plans to prepare a new dedicated Freight Strategy to support LTP4. When produced this will replace the freight strategy published to support LTP3. The new freight strategy is likely to include:</p> <ul style="list-style-type: none"> <li>- Identifying the most appropriate routes for large freight vehicles;</li> <li>- Maximising opportunities to get freight off of our roads, when rail or water freight are options;</li> <li>- Identifying opportunities to ensure freight is appropriately managed for (a) In new developments (see also the policy on 'Managing the impact of new developments' above) (b) In plans made by the Council and district authorities (such as our Minerals and Waste plans), or the district authorities' Local Plans). (c) In investments in our transport networks (such as new roads or improved junctions);</li> <li>- Highlighting where communities, businesses, developers and the haulage industry can work together to make freight work (e.g. provision of 'open data' to help providers make better routing information available to hauliers)</li> <li>- Ensuring that freight management measures do not just move problems on to other areas.</li> </ul>
<p>Policy 10 – Improving our environment – We will protect Buckinghamshire's unique countryside and other special environments, working with partners to manage air quality, take advantage of opportunities to encourage more sustainable travel choices and reduce noise pollution. We will do this through the transport investments we promote, by</p>	<p>Buckinghamshire has one of the highest levels of emissions per head in the South East. Other policies in this Plan will contribute to reducing emissions (the mobility policy supports the development of lower emission vehicles by business, while other policies aim to reduce car use and so reduce emissions. The separate policies in this document on walking, cycling, as well as car clubs and lift-sharing provide more information.</p> <p>Transport can also cause significant levels of noise pollution, especially near major developments, main roads and industry. Noise pollution can affect our quality of life, health and our special</p>



POLICY	DESCRIPTION
managing the impact of new development, by promoting the use of Travel Plans, and by working with business and researchers to develop lower emission technologies.	environments. In Buckinghamshire, the most significant sources of noise include our more urban areas, major motorways, railway lines and airports. Other more localised sources of noise also exist. Transport can play a big part in reducing noise pollution. This can be through the inclusion of noise reducing materials or barriers when required in highway improvements; encouraging quieter modes of transport; managing traffic effectively; encouraging the use of Travel Plans; or managing the transport impacts of new development. The other policies set out in this Plan provide more information on how we put this policy into practice.
Policy 11 – Access to education - We will continue to encourage the development and implementation of school travel plans across all of the county's schools. Our 'Sustainable Modes of Transport Strategy' for Schools (SMoTS) will help to provide access to good quality schools, colleges and training in a way that will be good for our children and the rest of the county.	To help us promote sustainable travel among school pupils, we are updating our Sustainable Modes of Transport Strategy for Schools. <sup>2</sup> This strategy sets out how we will work and support others to encourage sustainable school transport. Schools will be encouraged to undertake new initiatives and activities to help promote safe and sustainable travel for journeys to school to sustain their travel plan, with the appropriate level of support. This should help to generate enthusiasm and interest in sustainable travel from a young age and could also help us reduce the costs of school travel.
Policy 12 - Walking – Walking should be the best option for more of our short journeys. We will look to develop the walking network and encourage walking, to help ensure it becomes one of the most convenient ways to make short journeys.	<p>If more short journeys could be made on foot it would reduce congestion, improve our health and help protect Buckinghamshire's unique environment by reducing journeys by car. To encourage walking as a form of travelling for short journeys in particular, we will look to:</p> <ul style="list-style-type: none"> <li>- Promote walking in schools and with employers. We will work in partnership with the health sector, through a range of travel planning interventions. See also the separate policy on 'Access to education' above;</li> <li>- Promote projects with walking elements such as 'walk to work' days and Buckinghamshire's 'Simply Walk' programme;</li> <li>- Promote walking in urban areas, focusing on where traffic congestion is a problem or there are barriers to walking;</li> <li>- Provide information on walking routes and the benefits of walking, using a range of promotional materials such as leaflets and electronic information;</li> <li>- Work with local planning authorities to ensure that new developments are accessible by walking and new or upgraded routes are provided where appropriate. See also the separate policy on 'Managing the impact of new developments' above.</li> <li>- Work with public transport operators to integrate walking into longer and multi-modal journeys;</li> <li>- Improve walking routes between bus and train services, and key destinations, such employment, work and leisure.</li> <li>- Improve the quality and availability of information on walking.</li> <li>- Encourage the enhancement and development of station travel plans; to encourage the use of walking to and from stations.</li> <li>- Provide better signage at train stations and bus hubs, to guide people between services and to key destinations.</li> <li>- Improving facilities for pedestrian, particularly in town centres and along key walking routes</li> <li>- Improve infrastructure and environment for pedestrians in town centres</li> <li>- Make walking work for all users for example by providing places to rest</li> <li>- Where possible, provide wide footpaths to cater for all users</li> <li>- Provide safe crossings at busy locations;</li> <li>- Improve lighting, layout or other conditions to make people feel safer;</li> <li>- Ensure footways are well maintained and free from vegetation;</li> </ul>

POLICY	DESCRIPTION
	<ul style="list-style-type: none"> <li>- Support the implementation of the Rights of Way Improvement Plan.</li> </ul>
<p>Policy 13 – Encouraging cycling - We will look to develop the cycling network through a combination of new infrastructure, maintenance and guidance. This will help cycling to become one of the most convenient and well used forms of transport for short journeys.</p>	<p>Cycling can offer a good alternative to driving for many trips. To develop a high quality network we will work with our partners to:</p> <ul style="list-style-type: none"> <li>- Analyse the network – identifying well used routes and existing and future desire lines, taking account of development plans.</li> <li>- Work with local planning authorities and the development industry to secure appropriate cycling infrastructure within and to new development sites. See also the separate policy on ‘Managing the impact of new developments’ above</li> <li>- Prioritise the provision of cycle connections to key destinations like major employment sites, town centres, public transport interchanges and places of education, thereby delivering schemes which have the greatest impact on increasing cycling.</li> <li>- Work with communities – we will continue to consult with local cycling groups and Buckinghamshire’s communities, to encourage more proactive, locally led, schemes.</li> <li>- Seek funding from a range of sources to develop the cycling network further.</li> <li>- Continue to monitor the current network to identify areas for improvement and target investment. We will engage with local volunteers to help identify the best value for money opportunities for regular maintenance of routes.</li> <li>- Work with national and local organisations and stakeholders to attract investment and identify opportunities to increase funding for the maintenance of routes. We will look to prioritise investment at busy locations such as town centres, work places and leisure facilities, seeking funding from sponsors such as businesses to support an investment. High quality green spaces (or ‘green infrastructure’) can also provide great cycling routes, with added health and environmental benefits</li> <li>- We will work to ensure new developments contribute appropriately (see also ‘Managing the impact of new.</li> <li>- Provide guidance and share best practice, to ensure that the cycling network is as safe and secure as possible.</li> <li>- Promotional and educational initiatives which encourage people to try out alternatives to the private car.</li> <li>- Increase public confidence in cycling and provide better access to bikes for the most vulnerable of users.</li> <li>- Work with local and national stakeholders, particularly partners from the health sector, to develop and fund a range of cycling promotional and awareness raising measures.</li> <li>- Work with health care providers to improve connectivity within the current network, including the promotion of cycling for short journeys.</li> </ul>
<p>Policy 14 - Car clubs and car sharing – We will work with partners to explore opportunities for car clubs and car sharing initiatives. This will provide an alternative to car ownership for some: encouraging people to consider other modes of transport; and helping people to access the opportunities Buckinghamshire has to offer.</p>	<p>Car clubs provide people with access to a modern car when they need it, on a pay-as-you-use basis. Lift-sharing uses technologies to match up people making similar trips to share lifts, reducing the number of cars on the road and saving them money. For some people these provide an alternative to owning a car, or to owning more than one car. As technology develops opportunities for car clubs and lift sharing are likely to grow. This can have a number of benefits including:</p> <ul style="list-style-type: none"> <li>- Enabling people to access employment, healthcare, education, leisure facilities and other opportunities.</li> <li>- Helping to reduce number of cars on the network, with consequent benefits to the economy, health and environment.</li> </ul>

POLICY	DESCRIPTION
	<ul style="list-style-type: none"> <li>- Reducing the demand for parking spaces in our residential areas.</li> <li>- Making people consider whether they need to arrange a car to make a journey or can travel by another means.</li> </ul> <p>To promote the use of car clubs in new developments Buckinghamshire will:</p> <ul style="list-style-type: none"> <li>- Work with the local planning authorities to secure planning agreements which enable the integration of car clubs into appropriate new developments.</li> <li>- Encourage travel plans which make the most of car club opportunities within new developments.</li> <li>- Work in partnership with developers to promote the benefits of (and provide guidance).</li> <li>- Work with public transport operators to identify the potential to provide incentives like discounted fares for car club members.</li> <li>- Explore opportunities for integrated transport initiatives e.g. smart cards covering public transport and car clubs.</li> <li>- Encourage employers to commission workplace travel plans to identify options to reduce car dependency and promote schemes such as car clubs and car sharing.</li> <li>- Promote car sharing initiatives and look at incentives for car sharing e.g. car share parking spaces.</li> <li>- Explore partnership opportunities with train operators, bus companies and community transport groups to develop an integrated rural transport approach.</li> </ul>
<p>Policy 15 - Intelligent mobility and new technology - We will promote the research and development of intelligent transport technology in our county, becoming a 'living laboratory' for technology innovation and demonstration.</p>	<p>Intelligent Mobility projects use data and cutting-edge technology to deliver:</p> <ul style="list-style-type: none"> <li>- Understanding of the needs, preferences and behaviours of people and businesses.</li> <li>- The exploitation of data.</li> <li>- Capitalising on advances in technology in areas such as the electric vehicles, sensors and autonomous systems.</li> <li>- Transport networks operating reliably at optimal capacity with seamless interchange.</li> <li>- A vibrant commercial market that encourages business innovation in the delivery of transport services and can learn from experience beyond the transport world.</li> </ul>
<p>Policy 16 - Total Transport: the bus network Buckinghamshire needs - We will work with partners to ensure public transport services best meet the county's needs – now and in the future.</p>	<p>Buckinghamshire will also work with partners to:</p> <ul style="list-style-type: none"> <li>- Ensure developments are located near good public transport or provide the right public transport (see also the 'Managing the impact of new developments' section).</li> <li>- Help improve public transport information.</li> <li>- Improve the way we pay for public transport, for example through smart ticketing or fares</li> <li>- Provide bus priority measures (such as bus lanes) on our roads.</li> <li>- Improve public transport interchanges (such as bus stops).</li> <li>- Make public transport accessible to as many people as possible, considering the needs of disabled people and others with specific needs. This can include physical measures but also things like information for users or training for staff.</li> <li>- Establish an 'Integrated Transport Hub' – bringing the teams in the Council that deal with public transport together in one team. This will allow us to work more efficiently and help us to identify new ways of providing public transport.</li> <li>- An Improvement Plan to implement 'quick wins' that improve the</li> </ul>

POLICY	DESCRIPTION
	<p>way we work in the short term.</p> <ul style="list-style-type: none"> <li>- Pilot studies, with local communities and other stakeholders, to try out new ways of providing transport services.</li> </ul>
<p>Policy 17 - Road safety - We will work with partners to support road safety and reduce the risk of death or injury on the county's highways through infrastructure improvements, road user training, promotion and education. We will work to ensure that new developments provide safe and suitable access .We will promote a mix of engineering, education and enforcement activity focused on casualty reduction and prevention. We will use data to inform targeted education, training and promotional road safety initiatives, along with supporting national casualty reduction campaigns</p>	<p>Encouraging behaviour change - Driver behaviour remains the fundamental cause of road safety problems. Driver education and awareness campaigns are important in improving driver behaviour, and highlighting to drivers that they must take more account of other drivers. People need to pay particular attention to more vulnerable road users: typically pedestrians and cyclists, but in a rural county there are also equestrians to be mindful of.</p>
<p>Policy 18 - Tackling crime – People should feel safe to use public transport, walk, cycle and enjoy our town centres. We will continue to work with partners to improve security on our rail and bus networks; and make our streets and town centres feel safer.</p>	<p>Buckinghamshire will work with partners to address crime on the rail networks and to address fear of crime on the bus network. In addition, improving passenger information, growing passenger numbers and increasing the reliability of services all contribute to making people feel safer on buses. As part of improvements to streets and town centres, and when new developments are built it is important that they provide as visibly safe an environment as possible. See also the 'Managing the impact of new developments' section above. Changing perceptions of safety is also important. We will investigate how we can help to educate the public through our work, for example by helping share data on crime on transport to reduce perceptions of crime.</p>
<p>Policy 19 - Parking – We will help to ensure that Buckinghamshire has appropriate parking in the right places. The Buckinghamshire Countywide Parking Guidance is Buckinghamshire County Council's policy on parking throughout the county in new developments. It sets out how much parking new developments should provide for bicycles, motorcycles, cars and blue badge holders. It also gives guidance on how this parking should be provided and managed. The</p>	<p>Making sure new developments provide the right parking will be vital to ensure Buckinghamshire grows and stays a special place to live and work. Clear and appropriate guidance is required to help make sure developments do provide the right parking. The Buckinghamshire Countywide Parking Guidance is Buckinghamshire County Council's policy on parking throughout the county in new developments. It sets out how much parking new developments should provide for bicycles, motorcycles, cars and blue badge holders. It also gives guidance on how this parking should be provided and managed. The Buckinghamshire Countywide Parking Guidance will inform the Council's advice to planning authorities in its capacity as Highway Authority, helping them to make appropriate planning decisions on parking matters.</p>

POLICY	DESCRIPTION
Council will manage on-street parking, through parking restrictions and the enforcement of those restrictions, to make sure on-street parking works for Buckinghamshire.	

### 4.3 STEP 3: INITIAL SCOPING FOR IMPACTS AND EFFECTS ON NATURA 2000 SITES

4.3.1 Where the LTP4 policies will clearly not lead to specific infrastructure projects or any tangible effects on European Sites, for example as a result of being communication-based, they have been screened out in Table 4.2.

**Table 4-2 LTP4 POLICIES SCREENED OUT FROM FURTHER ASSESSMENT**

POLICY	SCREENED IN / OUT	JUSTIFICATION
Policy 1 – Managing demand for our services	SCREENED OUT	Design policy that does not propose any change with non-spatial delivery (consultation and education-based).
Policy 2 – Beyond Buckinghamshire (refer to Section 4 of the LTP4 'Putting the Plan into Action')	SCREENED IN	Key network improvements have been identified at the strategic plan level (Buckingham Link to Silverstone and North (A421 – A422) / A418 Eastern Access (linking to A5-M1 Scheme) / A41 Upgrade / Improving A335 and High Wycombe Town Centre / Improving Access to Luton Airport / Iver link / Oxford – Cambridge Expressway improvements to A421 and Improving access to M40 at (i) high Wycombe and (ii) Bicester/ North to South Buckinghamshire Connectivity / Aylesbury Outer Ring Road / P. Risborough Link). The policy sets the strategy that will drive delivery of proposals.
	SCREENED OUT	Specific proposals are referred to but not proposed by the plan: M4/A329(M)/ M40 Corridor / A404 Link between High Wycombe and Maidenhead, access to Crossrail / Crossrail / EWR / M25 / Western Rail Access to Heathrow / Chiltern Line Upgrade.
Policy 3 - Development management	SCREENED OUT	Strategic policy that proposes change but is linked to more detailed policies / proposals proposed in the LTP4 for detailed transport issues.
Policy 4 – Maximising our rail network	SCREENED IN	Key network improvements have been identified at the plan level. The policy sets the strategy that will drive delivery of proposals.
Policy 5 – Maximising our rail network (HS2)	SCREENED IN	HS2 is subject to a stand-alone HRA beyond the scope of the LTP4 screening assessment (not proposed to be brought forward through LTP4). However, there is potential for an additional spatial element with a new station on the east-west rail line 'Steeple Claydon'.
Policy 6 - Aviation	SCREENED OUT	Heathrow airport expansion (including associated infrastructure / surface access strategies) is subject to a separate HRA beyond the scope of the LTP4 screening assessment (project is not proposed to be brought forward through LTP4). No separate spatial elements are described within Policy 6.
Policy 7 – Reliable road travel	SCREENED OUT	The policy does not propose any change (i.e. is a design policy) and it lists the criteria for testing certain proposals.
Policy 8 - Maintaining our roads and other transport assets	SCREENED IN	There is the potential for change to the existing baseline by provision of new maintenance strategy.
Policy 9 - Freight	SCREENED IN	There is the potential for change to the existing baseline by the provision of dedicated haulage routes on

		existing/improved networks.
Policy 10 – Improving our environment	SCREENED OUT	Environmental protection /safe-guarding policy.
Policy 11 – Access to education	SCREENED OUT	The policy does not propose any change (i.e. is a design policy).
Policy 12 - Walking	SCREENED IN	There is potential for change to the existing baseline by the provision of new / improved foot paths.
Policy 13 – Encouraging cycling	SCREENED IN	There is the potential for change to the existing baseline by the provision of new / improved cycle paths.
Policy 14 - Car clubs	SCREENED OUT	The policy does not propose any change (i.e. is a design policy).
Policy 15 - Intelligent mobility and new technology	SCREENED OUT	The policy does not propose any change (i.e. is a design policy).
Policy 16 - Total Transport: the bus network	SCREENED IN	There is potential for change to the existing baseline by the provision of new / improved infrastructure.
Policy 17 - Road safety	SCREENED OUT	The policy does not propose any change (i.e. is a design policy).
Policy 18 - Tackling crime	SCREENED OUT	The policy does not propose any change (i.e. is a design policy).
Policy 19 - Parking	SCREENED OUT	The policy does not propose any change (i.e. is a design policy).

## 4.3.2

Development of, or improvements to, infrastructure in proximity to Natura 2000 or Ramsar sites as a result of the implementation of LTP4 has the potential to result in a number of short- and long-term impacts, as detailed in Table 4.3 below.

**Table 4-3 POTENTIAL IMPACTS AND EFFECTS ON NATURA 2000 AND RAMSAR SITES AS A RESULT OF LTP4**

POTENTIAL IMPACTS/EFFECTS	DEVELOPMENT ACTIONS AND ACTIVITIES
Water Resources and quality	Pollution from accidental spills and run off
Air quality	Increase in atmospheric pollutants during construction and operation (nitrogen deposition, dust)
Habitat / Species Disturbance	Construction and operation of new developments (noise, air, visual disturbance) Recreational pressures during operation including improved access
Habitat (and species) loss and fragmentation (including supporting habitats)	Direct land take during construction Barriers to migration during operation (for example bridge construction)

4.3.3 Taking into account the specific vulnerabilities, issues and threats for each Natura 2000 and Ramsar site within the ZOI (identified in Table 3.1), an assessment has been made as to whether any of the impacts described in Table 4.3 might arise as a result of the implementation of LTP4 policies 2,4,5,8,9,12,13 and 16. The results of this assessment are summarised in Table 4.4.

4.3.4 Where insufficient detail is available, potential development requirements are described and considered assumptions are made regarding likely impacts.

#### **4.4 IN COMBINATION IMPACTS AND EFFECTS ON NATURA 2000 AND RAMSAR SITES)**

4.4.1 Given the uncertainties surrounding the timing and effects of other county level plans and projects, it is not practicable at this stage to identify all the possible plans and projects that may act 'in-combination' or to consider the specific nature of likely effects arising.

4.4.2 However, it is recognised that there is potential for cumulative effects between transportation improvement schemes proposed and referenced in the LTP4 (refer to Policy 2) and other transport schemes. In addition, it is possible to outline at a strategic level the broad types of effects that may arise from the implementation of other plans and projects. Some of the effects may occur as a result of a given scheme, but may also occur or be magnified as a result of a wider range of development actions and activities arising from the implementation of other plan and projects. Where appropriate, a strategic assessment of the potential for cumulative effects to arise has been provided in Table 4.4.

Table 4-4 POTENTIAL IMPACTS AND LIKELY SIGNIFICANT EFFECTS

POLICY	SCENARIO IN RELATION TO NATURA 2000 SITE IN ZOI	POSSIBLE IMPACTS ARISING				RECREATIONAL DISTURBANCE	CONCLUSION OF LIKELY SIGNIFICANT EFFECTS
		HABITAT LOSS/FRAGMENTATION	NOISE / VIBRATION/VISUAL DISTURBANCE	WATER QUALITY / FLOW	AIR QUALITY (EMISSIONS, DEPOSITION, DUST)		
Policy 2 – Beyond Buckinghamshire	<u>Improving Connectivity to Luton.</u> Broad locations are proposed within the LTP4 for linking Aylesbury to Luton and Berkhamsted to Luton. These fall within proximity to part of the Chilterns Beechwoods SAC (Ashford Commons and Woods SSSI component). Any infrastructure project (road or rail) within 2-2.6kms of this site falls within the SSSI IRZ. The broad location shown for the Scheme is located outside of the Zoi (> 30 km) for Mole Gap to Reigate Escarpment SAC (with bats as a qualifying feature).	Chilterns Beechwoods SAC is currently fragmented by roads. In the absence of further details on the spatial location of any schemes proposed, following the precautionary principle <sup>14</sup> , it is considered that additional fragmentation as a result of new infrastructure cannot be ruled out.	Not considered likely to be a vulnerability of the SAC interest features.	Changes to air and water quality during the construction and operation of a new link to Luton in the locations proposed could result in significant effects alone and in-combination with other development.	Not considered likely to arise as a result of improved linkages to Luton.	It is not possible to conclude that there will be no Likely Significant Effects on the integrity of the Chilterns Beechwoods SAC from habitat loss/fragmentation; and water or air quality changes as a result of the implementation of LTP4 Policy 2.	
	<u>Oxford-Cambridge Expressway.</u> Within Buckinghamshire, this proposed transport link does not fall within the Zoi (and does not fall within a SSSI IRZ for infrastructure). The closest Natura 2000 site is approximately 9 km distant from the county boundary in neighbouring Oxfordshire, (Oxford Meadows SAC). The broad location shown for the Scheme is located outside of the Zoi (> 30 km) for Mole Gap to Reigate Escarpment SAC (with bats as a qualifying feature).	No sites are located within the Zoi where the proposed infrastructure works fall within the County boundary. No Likely Significant Effects.					

<sup>14</sup> In case of doubt, or negative conclusions, the precautionary and preventive principles should be applied and procedures under Article 6(4) of the Directive should be followed.



POLICY	SCENARIO IN RELATION TO NATURA 2000 SITE IN ZOI	POSSIBLE IMPACTS ARISING				RECREATIONAL DISTURBANCE	CONCLUSION OF LIKELY SIGNIFICANT EFFECTS
		HABITAT LOSS/FRAGMENTATION	NOISE / VIBRATION/VISUAL DISTURBANCE	WATER QUALITY / FLOW	AIR QUALITY (EMISSIONS, DEPOSITION, DUST)		
	<u>Improving A355 between Amersham and Beaconsfield: A355 to High Wycombe Town Centre; Buckingham link to Silverstone and North (A421 – A422) and A418 Eastern Access (linking to A5-M1 Scheme).</u> These proposed improvement schemes do not fall within the proposed Zol or a SSSI IRZ for infrastructure. The broad location shown for the Scheme is located outside of the Zol (> 30 km) for Mole Gap to Reigate Escarpment SAC (with bats as a qualifying feature).	No sites are located within the Zol. No Likely Significant Effects.					
	<u>A41 Upgrade and Aylesbury Outer Ring Road:</u> to the east of Ayelsbury, the A41 is located in immediate proximity to the Chilterns Beechwood SAC and is located within the corresponding SSSI's IRZ for infrastructure.	Chilterns Beechwoods SAC is currently fragmented by roads. In the absence of further details on schemes proposed, following the precautionary principle, it is considered that additional fragmentation as a result of new infrastructure cannot be ruled out.	Not considered likely to be a vulnerability of SAC interest features.	Changes to air and water quality during the construction and operation of new links between the north and south of the County in the locations proposed could result in significant effects alone and in-combination with other development.	Greater levels of access may occur at as a result of improved linkages; however recreation is not identified as a key threat.	It is not possible to conclude that there will be no Likely Significant Effects on the integrity of Chilterns Beechwoods SAC from habitat loss/fragmentation; and water or air quality changes as a result of the implementation of LTP4 policy 2.	
	<u>Princes Risborough Link:</u> to the south of, and located in immediate proximity to the Chilterns Beechwood SAC and Aston Rowant SAC. The Scheme is located within the corresponding SSSI's IRZ for infrastructure.	Chilterns Beechwoods SAC and Aston Rowant SAC are currently fragmented by roads. In the absence of further details on the schemes proposed, following the precautionary principle, it is considered that additional fragmentation as a result of new infrastructure cannot be	Not considered likely to be a vulnerability of SAC interest features.	Changes to air and water quality during the construction and operation of new links between the north and south of the County in the locations proposed could result in significant effects alone and in-combination with other development.	Greater levels of access may occur at as a result of improved linkages; however recreation is not identified as a key threat.	It is not possible to conclude that there will be no Likely Significant Effects on the integrity of Chilterns Beechwoods SAC and Aston Rowant SAC from habitat loss/fragmentation; and water or air quality changes as a	

POLICY	SCENARIO IN RELATION TO NATURA 2000 SITE IN ZOI	POSSIBLE IMPACTS ARISING				RECREATIONAL DISTURBANCE	CONCLUSION OF LIKELY SIGNIFICANT EFFECTS
		HABITAT LOSS/FRAGMENTATION	NOISE / VIBRATION/VISUAL DISTURBANCE	WATER QUALITY / FLOW	AIR QUALITY (EMISSIONS, DEPOSITION, DUST)		
		ruled out.					result of the implementation of LTP4 policy 2.
	<u>Iver Link</u> : the proposed Scheme is located in the vicinity of the Burnham Beeches SAC (no spatial details provided). The Scheme is located within the corresponding SSSI's IRZ for infrastructure.	In the absence of further details on the schemes proposed, following the precautionary principle, it is considered that fragmentation as a result of new infrastructure cannot be ruled out.	Not considered likely to be a vulnerability of SAC interest features.	Changes to air and water quality during the construction and operation of new links between the north and south of the County in the locations proposed could result in significant effects alone and in-combination with other development.	Greater levels of access may occur at as a result of improved linkages; however recreation is not identified as a key threat.	It is not possible to conclude that there will be no Likely Significant Effects on the integrity of Burnham Beeches SAC from habitat loss/fragmentation; and water or air quality changes as a result of the implementation of LTP4 policy 2.	
	<u>North to South of Buckinghamshire</u> . Any improvements to the transport links in central Buckinghamshire (namely the A4010) must consider the proximity to parts of the Chilterns Beechwoods SAC (Ellesborough & Kimble Warrens; Windsor Hill; Bradenham Woods, Park Woods & the Coppice; and Naphill Common SSSIs). The proposed highway passes within the IRZ of these sites component SSSIs. The broad location shown for the Scheme is located outside of the Zoi (> 30 km) for Mole Gap to Reigate Escarpment SAC (with bats as a qualifying feature).	Chilterns Beechwoods SAC is currently fragmented by roads. In the absence of further details on the spatial location of any schemes proposed, following the precautionary principle, it is considered that additional fragmentation as a result of new infrastructure cannot be ruled out.	Not considered likely to be a vulnerability of SAC interest features.	Changes to air and water quality during the construction and operation of new links between the north and south of the County in the locations proposed could result in significant effects alone and in-combination with other development.	Greater levels of access may occur at as a result of improved linkages; however recreation is not identified as a key threat.	It is not possible to conclude that there will be no Likely Significant Effects on the integrity of Chilterns Beechwoods SAC from habitat loss/fragmentation; and water or air quality changes as a result of the implementation of LTP4 policy 2.	
Policy 4 – Maximising our rail network	It is not possible to identify the location of any Schemes that may arise as a result of this policy. It is therefore not possible to conclude no Likely Significant Effects at this strategic level. Notwithstanding the need for project-level HRAs, there are a number of mitigation measures that can be exploited at the detailed design stage to ensure that LSE are avoided. Specifically, that there will be a presumption against land-take within designated sites and in addition, construction best-practice measures will be integrated into Scheme designs to avoid indirect impacts. It is also considered likely that LSE as a result of disturbance can be avoided						

POLICY	SCENARIO IN RELATION TO NATURA 2000 SITE IN ZOI	POSSIBLE IMPACTS ARISING				RECREATIONAL DISTURBANCE	CONCLUSION OF LIKELY SIGNIFICANT EFFECTS
		HABITAT LOSS/FRAGMENTATION	NOISE / VIBRATION/VISUAL DISTURBANCE	WATER QUALITY / FLOW	AIR QUALITY (EMISSIONS, DEPOSITION, DUST)		
		with the use of carefully designed mitigation measures which will be based on evidence acquired through survey. The locations exploited should ensure that disturbance impacts do not arise and/or that engineering solutions are exploited at the detailed design stage to avoid impacts.					
Policy 5 – Maximising our rail network (HS2)	The policy promotes the construction of a new EWR Station at Steeple Claydon to provide sustainable transport access to HS2 construction compounds and the Calvert Infrastructure Maintenance Depot.	There are no Natura 2000 sites within the ZOI (the closest site is > 20 km distant from the proposed Scheme, Mole Gap SAC is > 30 km distant). In the context of this assessment and the LTP4 strategy, it is considered that there will be no Likely Significant Effects as a result of the Scheme alone or in-combination due to the distance from Natura 2000 sites.					
Policy 8 - Maintaining our roads and other transport assets	It is not possible to identify the location of any Schemes that may arise as a result of these policies. It is therefore not possible to conclude no Likely Significant Effects at this strategic level. Notwithstanding the need for project-level HRAs, there are a number of mitigation measures that can be exploited at the detailed design stage to ensure that LSE are avoided. Specifically, that there will be a presumption against land-take within designated sites and in addition, construction best-practice measures will be integrated into Scheme designs to avoid indirect impacts. It is also considered likely that LSE as a result of disturbance can be avoided with the use of carefully designed mitigation measures which will be based on evidence acquired through survey. The locations exploited should ensure that disturbance impacts do not arise and/or that engineering solutions are exploited at the detailed design stage to avoid impacts.						
Policy 9 - Freight							
Policy 12 - Walking							
Policy 13 – Encouraging cycling							
Policy 16 - Total Transport: the bus network							

## 4.5 STEP 4: ASSESSMENT OF THE SIGNIFICANCE OF EFFECTS ON NATURA 2000 SITES

4.5.1 The HRA recognises that taking forward sustainable transport growth in the area does pose risks to European sites, but that at this strategic level, the direction and objectives relating to that growth is very high level in nature. The strategic plan itself does not include any specific proposals in terms of the quantity, location or nature of transport growth. Such detail will be brought forward under lower tiers of policy.

4.5.2 With any Schemes proposed under the LTP4 policies, there are a number of environmental control measures that it will be necessary to employ to ensure adverse impacts upon the environment are avoided (in the first instance) or minimised. These will include the reduction of air quality emissions to below critical threshold levels as identified by air pollution information system (APIS) and others. The control of water abstraction and discharge of water is required via the Water Framework Directive<sup>15</sup>, the consideration of impacts on designated sites is covered under the Habitats Regulations, Wildlife and Countryside Act 1981 (as amended), and national and location planning policy. It is therefore considered that likely significant effects can be avoided / minimised for the majority of cases where Schemes are brought forward under the LTP4 policies.

4.5.3 It has however not been possible to conclude no likely significant effects for the following policies and associated schemes due to insufficient detail at this time to enable a more in-depth analysis to the degree required for appropriate assessment. It will only be possible to undertake this level of assessment once specific projects are proposed and/or once sufficient detail is available at the plan level to enable a thorough and robust analysis to be carried out.

→ Policies 2,4,8,9,12,13,16

4.5.4 As a result, the HRA for these policies and any associated schemes is deferred to project level under these particular circumstances:

- The HRA of the LTP4 cannot reasonably assess the effects on European sites in a meaningful way.
- The HRA of any projects will be required as a matter of law or government policy; and
- The results of the project level HRA will be able to inform changes in a proposal (including rejecting it outright) if necessary.

4.5.5 An assessment of any likely significant effects will be made and full recommendations for mitigation will be provided within each project/plan-level HRA. These will suggest measures to reduce the potential for any development to result in impacts upon the Natura 2000 network or Ramsar sites. The following over-arching mitigating statements are recommended for incorporation within Buckinghamshire's LTP4:

*(a) any development that would be likely to have a significant effect on a European site either alone or in combination with other plans or projects would not be in accordance with the local transport plan and would not, therefore, have the benefit of the presumption in favour accorded via s.38 of the 2004 act at application stage;*

and

---

15 Water Framework Directive (2000): <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32000L0060:EN:HTML>

*(b) any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under part 6 of the habitats regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66.*

- 4.5.6 This plan level HRA flags potential risks that the project level should refer to and expand upon. It should be seen as a guide for the lower tier, but has not necessarily identified all the risks that may become apparent at the lower tier. Further detailed information gathering is most appropriately placed at the more detailed plan and project level, and these will be the subject of HRA in accordance with the Habitats Regulations

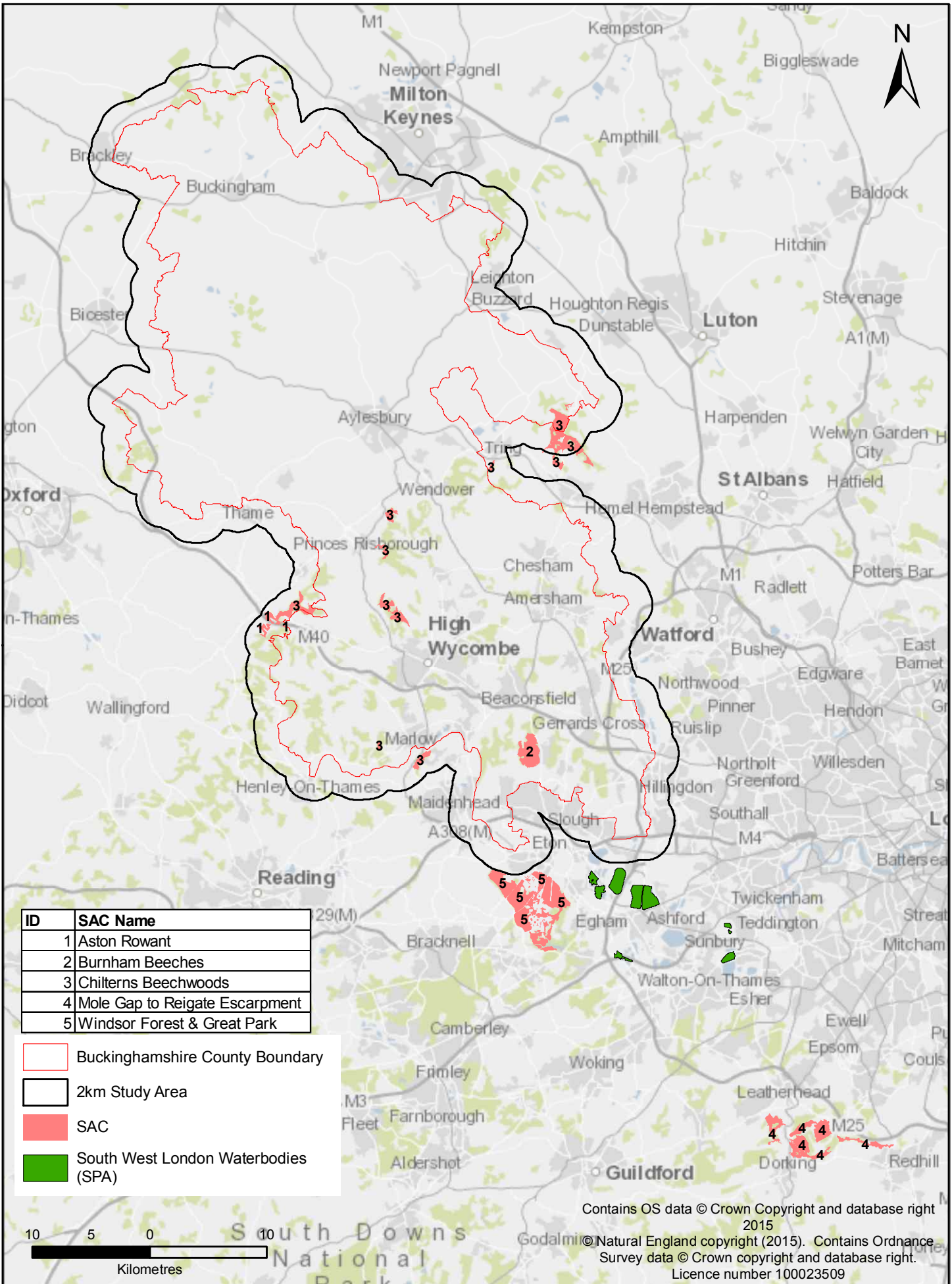
# Appendix A

## FIGURES

APPENDIX A-1

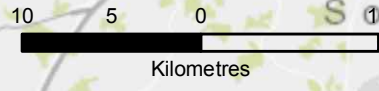
**FIGURE 3.1 NATURA 2000 AND RAMSAR SITES  
WITHIN ZOI**

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ID	SAC Name
1	Aston Rowant
2	Burnham Beeches
3	Chilterns Beechwoods
4	Mole Gap to Reigate Escarpment
5	Windsor Forest & Great Park

- Buckinghamshire County Boundary
- 2km Study Area
- SAC
- South West London Waterbodies (SPA)



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Kings Orchard,  
 1 Queen Street, Bristol  
 BS2 0HQ  
 Tel: 44-(0)117-930-6200

Client/Project:  
 LOCAL TRANSPORT PLAN 4

Title:  
 IDENTIFICATION OF RELEVANT SITES

Drawn: JSdS	Checked: LH
Designed: JSdS	Approved: UD
Date: 08/02/2016	Scale: 1:425,000 A4 Sheet:
Project Number: 62103315-004	Drawing Number: FIGURE 3.1
Revision:	

Plot Date: 08/02/2016 Document Path: B:\Projects\62103315 - Bucks CC LTP4\_HRAZ\_Dwgs\GIS\Mxcat62103315-004-F03.1.mxd User Name: DeSouzaJ



Buckinghamshire County Council  
 Equalities Impact Assessment Proforma

Title of strategy / policy / service being assessed:	Local Transport Plan 4
Contact Name and Telephone Number:	Sarah Gibson 01296 387540
Date assessment completed:	9 <sup>th</sup> February 2016
Signature and name of Head of Service signing off this impact assessment and equalities improvement plan.	Name: Joan Hancox
	Signature: <i>Joan Hancox</i>
	Service: Transport Strategy – Growth and Strategy – TEE
<p><b>PURPOSE:</b></p> <p>To develop an equalities improvement plan based on an assessment of whether the strategy/policy or service is or could have a differential impact on particular groups of people due to their:</p> <ul style="list-style-type: none"> <li>• <b>Ethnic origin</b> (including gypsies &amp; Roma travellers)</li> <li>• <b>Gender</b> (including transgender)</li> <li>• <b>Impairment</b> (physical, sensory, learning disability, mental health or long term limiting illness)</li> <li>• <b>Age</b></li> <li>• <b>Religion/belief</b></li> <li>• <b>Sexual orientation</b> (defined as people from the lesbian, gay or bisexual communities)</li> <li>• Or as a result of living in a <b>rural community, lower socio economic group</b> or being a new group to this country (<b>migrant worker, refugee or asylum seeker</b>)</li> <li>• <b>Caring responsibilities</b></li> </ul>	<ol style="list-style-type: none"> <li>1) To assess whether the differential impact constitutes illegal discrimination (see separate EIA guidance notes) and identify the actions to remedy this. If the discrimination is justifiable, to consider whether action is necessary to mitigate its effects.</li> <li>2) To record any unmet needs/requirements identified as result of carrying out this assessment, even where these are not directly relevant to the assessment (see guidance notes for explanation).</li> <li>3) To put in place arrangements to monitor, analyse and report the ongoing effect across the groups identified.</li> <li>4) To consider if and how different groups of people could be involved in monitoring the outcomes and/or contributing to further development of the strategy/plan/function/objective/target.</li> <li>5) To ensure that all equalities actions arising from the above processes are mainstreamed into the relevant service/business plan.</li> </ol>
<p>More detailed guidance has been produced to accompany this proforma see intranet under A to Z&gt;Community Cohesion and Equalities together with details about free training sessions.</p>	

*Buckinghamshire County Council  
Equalities Impact Assessment Proforma*

<b>Section A. To Assess or Not to Assess</b>				
To determine whether an EIA is required, please read the questions below and indicate your answer by putting an X in the box to the right of the "Yes" or "No" at the end of each question.				
Does the service affect the public or staff directly?	Yes	X	No	
Does it affect how other services are provided?	Yes	X	No	
Is there information e.g. survey data or complaints that suggests that it is affecting particular groups of people?	Yes	X	No	
Does it have employment implications?	Yes		No	X
<p>If you have answered "Yes" to one or more of the questions listed above, you will need to continue with a full equalities impact assessment (EIA).</p> <p>However, if you have carried out an assessment of this strategy/policy or service in the past two years, for example, as part of the transformation programme, or there has been an external audit of the service, which has resulted in explicitly stated equalities outcomes, you will not need to continue with an in depth EIA. You will, instead, need to consider any gaps in relation to the groups identified under "Purpose" and agree actions/targets.</p> <p>If you have answered "No" to all of the above the statements, you will not need to continue with a full EIA because it is not relevant to the strategy/policy or service.</p> <p>Please send this document to your Service equalities representative (see "Equalities" on the intranet for a current list) and copy it also to Angie Sarchet, Cohesion &amp; Equalities Manager, Room 2, 5-7 Walton Street or via email to <a href="mailto:asarchet@buckscc.gov.uk">asarchet@buckscc.gov.uk</a>. Ensure you do this prior to final sign off by the Head of Service to enable the challenge process to be applied effectively.</p>				

Section B. Reviewing the design	
Questions to consider	The Findings
<p>1. <b>Why is the strategy/policy or service necessary?</b> What are the key aims and objectives? What outcomes is it designed to achieve and for whom?</p>	<p>The project is to produce the Buckinghamshire Local Transport Plan 4.</p> <p>The Council is responsible for producing and maintaining a Local Transport Plan (LTP). This is a statutory responsibility under the Local Transport Act 2008. The Plan sets out the Council's overarching strategy for transport across the County. The current plan – LTP3 - expires in April 2016 so the Council are in the process of producing LTP4.</p> <p>Transport is a big part of all of our lives. It affects us all: in good ways and bad ways. As Buckinghamshire's economy and population grow, good transport systems will become even more important. The county's population is projected to increase by 12% to 566,000 between 2011 and 2026. The greatest increase will be the proportion of people aged 65 and above, which is expected to increase from 17% to 22%. To accommodate population growth, there are emerging plans to build around 50,000 more houses across Buckinghamshire. Although the county is relatively affluent and has low levels of unemployment compared to the national average, deprivation does exist across Buckinghamshire, with 3.6% of residents living in the 30% most deprived areas in the country. These are just some of the issues impacting Buckinghamshire as the county grows.</p> <p>The Local Transport Plan addresses these issues, setting out how transport can play its part in realising the Council's vision to make Buckinghamshire a great place to live and work:</p> <p style="text-align: center;"><i>"LTP4 aims make Buckinghamshire a great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country."</i></p>

The objectives of LTP4 are:

- **Objective 1 – Connected Buckinghamshire** - Provide a well-connected, efficient and reliable transport network which links to key national and international destinations helping Buckinghamshire's residents and economy to flourish while capitalising on external investment opportunities.
- **Objective 2: Growing Buckinghamshire** - To secure good road, public transport, cycle and walking infrastructure and service provision, working in partnership with local businesses, the community and district councils through a range of initiatives and taking advantage of new and emerging technologies to meet the (current and future) needs of our residents as Buckinghamshire grows.
- **Objective 3: Healthy, Safe and Sustainable Buckinghamshire** - Allow residents to improve their quality of life and health, by promoting sustainable travel choices and access to opportunities that improve health. Ensure transport systems are accessible by all, safe and allow people to make the most of Buckinghamshire whilst protecting its special environments.
- **Objective 4: Empowered Buckinghamshire** - Allow everybody to access the educational, work and social opportunities they need to grow. Increase opportunities for residents to support themselves and their communities by enabling local transport solutions.

The Plan covers all types of transport and looks ahead to 2036, in line with the different timescales Buckinghamshire's local planning authorities are planning for growth on.

LTP4 is the Council's highest level transport policy. It will be supported by

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	<p>more detailed documents, which will provide further policy, guidance and area based strategies and proposals. Some of these will be produced by the Council and some by our partners. Some have already been produced and some are yet to be developed. It is important to emphasise that it is not possible to tell at the strategic level of the LTP4 all specific impacts or determine specific outcomes and how they will affect specific groups. This assessment suggests potential impacts where possible.</p>
<p>2. Consider your answers at question 1. <b>How have the needs of different groups of people, where relevant/appropriate, been taken into account?</b> What does needs assessment data tell you about who should be benefitting from the strategy/policy or using the service? What else do you know about people's needs or views? What information do you have from consultations/focus groups, national or local published research reports, satisfaction surveys, service monitoring data, benchmarking with other providers, demographic data or other information that has been used to formulate the design and delivery of the strategy/policy/ or service. Also refer to the council's "Research" information on the website.</p> <p>If you identify a gap in information, for example, about the needs of a particular group of people, include this as an action point in the equalities improvement plan.</p>	<p>As suggested by the information on LTP4 above, the Plan has the potential to impact the whole population of Buckinghamshire, as well as other visitors to the county. As such, meeting the needs of different groups of people has been important in ensuring the success of the Plan.</p> <p><b>Consultation</b></p> <p>The council has carried out 2 public consultations on the LTP4 to provide opportunities for services users to comment if they wish. The main 8 week consultation was in the form of an online survey. However, copies of the draft LTP4 were also made available in libraries and at County Hall to allow users who cannot (or prefer not to) use the internet to engage.</p> <p>The survey received 601 responses. Unfortunately over half of these skipped the demographic section of the survey but of those that answered (295) 9% of respondents responded that they considered themselves to have a disability. In response to the ethnicity question, 2% of respondents responded that they were Asian or British Asian; 2% Mixed; 11% prefer not to say; and 85% White. Unfortunately we received no responses from the Black, British Black or Chinese ethnic groups. Some of these figures fit well with the demographic of Buckinghamshire. However there was an</p>

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under representation from Asian or British Asian (8% of county population) and Black or Black British (2% of county population).<sup>1</sup> So, while the consultation response was representative in some areas therefore adding validity, it is still difficult to identify specific needs at this strategic level. It will be more appropriate to consider the needs of different ethnic groups at the scheme level.

Both consultations invited comment from groups including:

- Bucks Disability Service
- Wycombe and District Disabled Friendship Club
- Shaw Trust - support for disable and disadvantaged individuals
- Age UK Bucks
- BCC Health and Wellbeing
- Older People's Champions' Forum
- Older Peoples Partnership Board
- Wheel Power
- Winslow and District Community Bus
- Risborough Community Bus
- Chilterns Dial a Ride
- Bucks Hospital NHS Trust
- Traffic and Transport Appraisal Group Chalfont St Peter [as part of its work reaches out to those without internet access]
- 13 housing trusts

The groups which we know we have heard back from are Talkback, Autism Bucks and the Traffic & Transport Appraisal Group CSP. In the online consultation respondents had the option to respond anonymously, therefore it is possible that users other groups have responded. A total of 601 responses were received via the online survey and a further 23 via letter/email.

<sup>1</sup> 2011 Census (<http://www.buckscc.gov.uk/community/research/2011-census-profiles/>)

BCC received a very insightful response from Talkback, which works with people with a learning disability. Their response reflected that transport is a key factor to overcoming some of the issues of loneliness and isolation; and highlighted a range of issues including:

- *"...only one space for a buggy or wheelchair/walker in the front... feelings of guilt when a mum had to give up wheelchair space for me"*
- *"Some drivers are hard to understand and they don't listen to me"*
- *"Do the drivers have disability awareness training and communication training?"*
- *"I would like to do travel training, I would like to go on the bus but I can't and don't know where to go".*
- *"Only Carousel let you use your bus pass at 9am. Affects students arriving on time"*
- *"Why can't Bus Pass be used to travel to MK"*
- *"Could temporary passes be applied for so people can extend their travel options"*

We have proposed changes to the LTP4 to refer to the kinds of issues Talkback identified. This includes changes to the objectives of the Plan and some of the most relevant policies.

Due to the very high level nature of LTP4, some of Talkback's responses are too detailed to include in LTP4 itself. This more detailed information will be used to help us produce the more detailed documents that will be developed to support LTP4. The full Talkback response, and other relevant responses including that from Autism Bucks, will be shared with the team undertaking the Public Transport Review, to help ensure the review considers the important issues they raise. Also, when developing supporting strategies we will build on this work and also consider other issues impacting vulnerable groups such as hate crimes and 'mate crimes' (grooming vulnerable people).

***The transport needs of different groups***

Building on the above, examples of how specific groups could be impacted by LTP4 are set out below.

- Policy 15 “Intelligent mobility and new technology” includes the oneTRANSPORT project which aims to improve the experience of traveling by providing better transport information. **Rural transport, transport for elderly people and transport for disabled people** are three areas for which sustainable transport may provide more efficient and effective transport than is offered by some tendered, off-peak subsidised bus services. Further, providing wider transport connections for these user groups will open up wider opportunities for employment, social life and networking. These areas will also be covered by the review of supported transport which the Council is planning to undertake for which a detailed EqIA will be needed.
- Users with **physical impairment or visual impairment** could benefit from the successful maintenance of footways and other paved surfaces to minimise hazards. Policy 8 highlights the importance of asset maintenance. The Highways Infrastructure Asset Management Policy sets out how we prioritise maintenance work and in doing this it looks to balance the needs of different users including those with different disabilities.
- Users with **physical impairment or visual impairment** could benefit from a good parking policy which removes obstructive parking and encourages parking enforcement thereby removing impediments. Policy 19 addresses the importance of appropriate parking for all users. Further, as a supporting document to LTP4, County-wide Parking Guidance has been produced. An equality impact assessment was carried out on this guidance. The assessment summarised how the guidance addressed issues of



potential discrimination or disadvantage including:

- Setting out the right number and type of spaces to meet the needs of those with mobility impairment
- Using a zoning system to provide the right amount of different parking for different areas including rural areas
- Inclusion of cycle parking standards for groups more reliant on cycling to access jobs and services

- The **elderly** and users with **physical, learning or mental impairment** may rely more heavily on public transport, particularly if they do not have access to a private car. It is important that access to services (such as health centres, supermarkets, education centres, places of employment) is maintained for these groups to reduce the chance of isolation. Supporting strategies and the Public Transport Review will consider specific routes (i.e. to hospitals) in more detail where relevant.

As well as reliance on public transport, connectivity could be improved by increasing walking and cycling options in rural and urban settings. This is covered by policies 12 & 13. These options are also sustainable and have health benefits.

- Those living in **rural communities** are likely to have different transport needs. For example a lack of rural transport services can limit opportunities to access employment and services such as hospitals and shopping centres. They are also more likely to suffer from transport consequences of poor weather conditions. These issues could especially impact the **elderly, those without access to a car, young, disabled and economically disadvantaged**. Policy 15 includes the one TRANSPORT policy which, as discussed above, has the consideration of rural transport, transport for the elderly and transport for the disabled at its core. It recognises the importance of easy to use and reliable transport information. Policy

7 – Reliable Road Travel – states that BCC will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads.

- The needs of **school children, young people accessing Further Education and parents** have been considered by having a specific 'Access to Education' policy. Further, as a supporting document to LTP4, the Sustainable Modes of Travel Strategy for Schools is being updated. Both these documents recognise the correlation between the use of cars on the school run and childhood obesity; and therefore promote walking and cycling to school. The Sustainable Modes of Travel Strategy also sets out how BCC will work with schools to undertake new initiatives to promote safe and sustainable travel, and reduce congestion around schools.
- Fear of crime can be an issue particularly for **women and transgender people**. The Tackling Crime policy should have a positive impact on all of the above user groups by helping to reduce the fear or crime and discrimination while using public transport, walking, cycling and enjoying Buckinghamshire's town centres. The policy sets out the importance of working with partners on specific fear of crime measures as well as improving passenger information and increasing the reliability of services – all of which contribute to making people feel safer on public transport.
- An improved cycling network – as strived for under Policy 13 - could have a positive effect on population and communities by increasing equality and facilitating accessibility for some people who may **not have private motorised transport means**. There can be, however, barriers to the uptake of cycling for some sectors of the population. As well as in Policy 13, these issues are also addressed in Policy 17 which sets out our commitments to roads safety for vulnerable road users and in Policy 18 (Tacking crime).

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	<p>National research and evidence was used to influence the Plan to help us consider how our transport policies could affect different groups. Local trends and issues have also been considered and reflected in the Plan. For example, to reflect the high level of growth expected in Buckinghamshire, as well as having a Big Picture Policy on development management in LTP4, we are also producing a supporting policy (The Development Management Policy) to ensure developers meet Buckinghamshire's needs. Similarly, to reflect the increasing pressure on public funds, we have included a policy on managing demand for transport services to explore if services could be delivered in a more efficient way by communities. Improving and sustaining accessibility around the county will help all user groups.</p>
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Questions to consider	The Findings
<p><b>3. Are other organisations responsible for delivering the strategy/policy or service?</b> If yes, how have you incorporated the council's cohesion and equalities priorities into the procurement process or contractual arrangements? How is compliance monitored? What steps have you taken to reduce the council's legal liability where services are being delivered on our behalf? If not relevant, go on to question 4.</p>	<p>LTP4 is a high level policy document which will have a number of more specific strategies which sit beneath it. Whilst the County Council will develop a number of these strategies, there will also be a large number of different parties involved in the delivery of the specific strategies. Individual strategies will be assessed when the time comes on a strategy by strategy basis. In this sense, LTP4 will ultimately be delivered by a range of people, from developers working with us (whose approach we will shape) to districts councils (who also have their own equality compliance processes). In most cases there will not be a contractual relationship with the delivery partners and thus compliance through a contractual relationship is not an option.</p>
<p><b>Section C. Reviewing the implementation/delivery</b></p>	

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<p>4. <b>Does the strategy/policy need to be communicated to the public/our employees or does accessing the service depend on information being communicated to the public?</b> If yes, how will this be achieved? Consider the information we already have about how our residents prefer us to communicate with them and consider the ways that different groups of people generally find out information. How do you or how will you ensure that communication is appropriate to meet the different communication needs of different groups of people? If not relevant, go to question 5.</p>	<p>The policies in LTP4 need to be implemented by BCC in partnership with Central Government, the district councils, the communities in our county and the businesses in our county. While in general individuals will not need to access the Plan unless they wish to research a specific issue; the Plan has been written in plain English in order for it to be accessible to all. The Plan will be available on the county council's website. The production of the Plan has been communicated with a wide audience through social media, local press, libraries, consultation events and email.</p> <p>A consultation report has been produced to respond to consultation responses. This document will be made available online.</p>
<p>5. <b>Is delivery of the strategy/policy or service dependent upon particular buildings, open space or mode of transport being used by the public?</b> If yes, what facilities and transport access arrangements have been put in place to ensure that the needs of different groups of people have been addressed? See the EIA guidance notes for suggested issues that you need to think about. If not relevant, go to question 6.</p>	<p>No.</p>
<p style="text-align: center;"><b>Questions to consider</b></p>	<p style="text-align: center;"><b>The Findings</b></p>
<p>6. <b>Review any processes people need to go through to be able to use the service or to benefit from the strategy/policy.</b> For example criteria that are applied to determine eligibility for receiving the service and the completion of forms. Do these processes/criteria effectively prevent groups of people of people from using the service or benefiting from the strategy/policy?</p>	<p>Not applicable.</p>

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<p>(Ideally you should be aiming to only keep those processes and criteria that are essential to implementation/delivery, for example, because they are a legal requirement.)</p>	
<p>7. <b>What particular skills and knowledge will relevant staff need</b> to ensure that the strategy/policy is properly implemented or that the service is delivered appropriately to meet people's individual needs?</p>	<p>Transport Strategy staff at BCC will need to have good communication skills to address the queries/needs of specific user groups and ensure there is no discrimination or disadvantage. It may also be useful for some staff to have a good understanding of how different groups of people experience discrimination in transport. Similarly, good partnership working with the user groups to ensure any specific needs are reflected in the implementation of the Plan / the specific strategies.</p> <p>More specific skills (i.e. driver training about the needs of specific groups) will be considered by the assessments associated with the specific strategies such as the growth area strategies and Development Management Policy; and those undertaking the Public Transport Review.</p>
<p><b>Section D. Assessing for differential impact and discrimination</b></p>	
<p>Consider the answers given in questions 1 through to 7 and assess whether the strategy/policy or service results, or could result, in differential impacts on particular groups of people. <b>Essentially you are looking to identify and deal with any actual or potential unfairness, disadvantage or discrimination.</b> (See the guidance notes for a more detailed explanation.)</p> <p>If you consider that there is a differential impact, or the potential for a differential impact, you will need to assess whether this constitutes discrimination (i.e. detrimental to a group or particular groups of people) and whether the impact is justifiable as a proportionate means of achieving a legitimate business aim. You</p>	<p>It is not anticipated that there will be any discrimination or disadvantage as a direct result of LTP4. There is a risk that future strategies or supporting documents could have a negative impact on user groups however it is impossible to assess this now. There is a risk that national trends or financial restrictions may have a discriminating effect which this strategy does not address. Any specific schemes will have their own assessments to ensure these impacts are full considered. Further, findings from the LTP4 consultation will be fed into this work.</p>

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are required to give your reasons for this.

If you have identified a differential impact that constitutes illegal discrimination, you are required to take action to remedy this immediately.

If you have identified a differential impact that is justifiable or legitimate, you may need to consider what actions are necessary to mitigate its affect on particular groups of people. This arises out of the duty to promote good relations between people of different groups and is in keeping with the Council's approach to "Strong & Cohesive Communities in Bucks".

**Ensure that these actions are listed in the attached equalities improvement plan.**

If you do not have the authority to take the action required, you will need to alert the relevant service manager to your findings.

**Section E. Ensuring continuous improvement**

**Questions to consider**

**9. What measures will you be using to monitor the impact of the strategy/policy or service over the next three years?**

The council is committed to mainstreaming equalities, ensuring that it is integrated into our performance management frameworks and subject to continuous improvement through performance monitoring. We also have legal duties to ensure we are not discriminating against groups of people in the provision of goods, services and facilities or in our role as an employer.

You should only expect to carry out an equalities impact assessment every three years (unless you are introducing a significant change in the interim). You will, therefore, need to have information systems in place that will enable you to analyse and interpret information to:

**The Findings**

Given the long time span of the Plan, it will be important to ensure that the policies remain appropriate as needs change and the funding context shifts. To do this we will:

- Review the Plan in line with the development the Public Transport Review. Use any evidence from the Review which indicates there is a differential impact on certain groups to update the Plan and/or inform the supporting strategies where necessary.
- Consider feedback from users that identify issues with the Plan and update the Plan where necessary. Seek out feedback from teams involved in the implementation of the Plan's policies. Monitor feedback from groups such as the Local Area Forums.

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<ul style="list-style-type: none"> <li>• Show the numbers of particular groups using the services and what outcomes they experience</li> <li>• Show under-use of a service by an equalities group</li> <li>• Show over-use by an equalities group</li> <li>• Reveal discrimination</li> <li>• Demonstrate that services are not discriminatory</li> <li>• Measure the effectiveness of service changes</li> <li>• Identify the need for new or changed services</li> </ul> <p>Please refer to the council's monitoring guidance (see intranet) to decide what type of monitoring is appropriate and what information you will need to gather.</p> <p>Also consider whether you need have some targeted actions with particular groups of people to address the issues identified above. <b>Please ensure that these are listed in the attached equalities improvement plan.</b></p>	<ul style="list-style-type: none"> <li>• Involve the aforementioned organisations and other groups in any consultations on the further strategies in order to consider specific needs which may have been too detailed for reflection LTP4. In such consultations, include reflection on LTP4 as well as looking forward to supporting strategies and plans.</li> <li>• Work with key delivery partners such as rail operators and bus operators to monitor service use by equalities groups. If any discrimination is identified, consider whether any policies need to be updated in LTP4 in order to support the addressing of the issue</li> <li>• Update the Plan at relevant points to ensure it remains fit for purpose</li> </ul>
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**Section F. Opportunities for community cohesion or promoting good relations between different groups of people**

Community cohesion and equalities are priorities for Buckinghamshire County Council.

Community cohesion is the outcome of understanding and respect between different communities and a sense of identification with a wider community. In essence it's about promoting a sense of connection, trust and belonging both within geographical communities and across groups of people. It is at risk where illegal discrimination exists, or is perceived to exist, when stereotypes and disinformation go unchallenged and where lack of knowledge about, or experience of, different groups of people leads to fearfulness and segregation.

Equalities in Buckinghamshire are at risk when we fail in our duty to provide an appropriate and professional service that takes account of the different needs of groups of people as a consequence of their colour, culture and ethnic origin, gender, disability, age, religion/belief or sexual orientation or as a result of living in a rural community, lower socio economic group or being a new group to this country and/or county (migrant worker, refugee or asylum seeker).

<b>Questions to consider</b>	<b>The Findings</b>
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10. **Consider what opportunities and risks to the Council's community cohesion and equalities priorities could arise, for example:**

- (a) Are there ways in which your service could bring different groups of people together, for example to develop future provision through consultation exercises?
- (b) Are there ways in which existing groups could interact with the service, for example, as part of ongoing monitoring of service provision?
- (c) Could the way you provide the service bring different groups of people together to use the service?
- (d) Does the way in which your service is provided have the potential to lead to resentment between different groups of people? How can you compensate for perceptions of preferential or differential treatment? Consider the role, or potential role, of the media and extremist groups when formulating your communication actions.
- (e) If the improvement plan identifies addressing a gap in the service for a particular group of people, have you also addressed the potential for perceptions of preferential treatment for the group? How will you ensure that people will understand the need for the actions proposed as a result of this impact assessment?

**Ensure that the actions you identify are put into the attached equalities improvement plan.**

Attractive, reliable, accessible and affordable transport links support community cohesion and reduce sectors of the community being isolated.

We have made sure that the Plan material is written in a way to meet the needs of impairment groups, elderly people and those which are challenged due to geographical location (i.e. rurality). This will ensure that there is equality in how different groups can access transport services and information; and thereby reducing isolation within and between groups. By ensuring that transport is accessible to all, tensions should be reduced and thus providing opportunities for improved community cohesion.

Rural and public transport services are important and the impact of any reduction in service due to funding changes could adversely affect community cohesion. It is therefore important to ensure that changes to rural public transport services are well communicated in good time.

Different groups of people could be brought together by a number of the specific policies including walking, encouraging cycling and car clubs/car sharing thereby improving community cohesion.



## EQUALITIES IMPROVEMENT PLAN

Please list all the equalities actions and targets that result from the Equalities Impact Assessment (continue on separate sheets as necessary). These also need to be integrated into the relevant service plan for mainstreaming and performance management purposes.

Equalities Targets/Actions	Officer responsible	By when
Pass comments received during the LTP consultation from specific user groups to other officer teams	Transport Strategy (Joan Hancox)	Leading up to Adoption
Maintain links with contacts made during the LTP4 consultation. Build relationships with different user groups and ensure they are included in future work.	Transport Strategy (Joan Hancox)	After adoption
Review LTP4 in line with the development of other strategies and policies.	Transport Strategy (Joan Hancox)	When relevant
Keep the policies up to date in line with other relevant work streams such as the Public Transport Review	Transport Strategy (Joan Hancox)	When relevant
Once adopted, continue to consider feedback from users groups that identify issues with the Plan	Transport Strategy (Joan Hancox)	Ongoing after adoption
Update the Plan at relevant points to ensure it remains fit for purpose	Transport Strategy (Joan Hancox)	When relevant
Ensure demographic questionnaire including gender included in future consultations	Transport Strategy (Joan Hancox)	As and when

Once the challenge process has been completed, please return the agreed Equalities Impact Assessment Form (signed by your Head of Service) and equalities improvement plan, to Angie Sarchet, Cohesion & Equalities Manager, Room 2, 5-7 Walton Street or via email to [asarchet@buckscc.gov.uk](mailto:asarchet@buckscc.gov.uk) and also copy to your service equalities representative (see "Equalities" on the intranet for an up to date list of service representatives).



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# Report to Cabinet Member for Transportation

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**Decision to be taken on or after [date]**

**Decision can normally be implemented at least  
3 working days after decision has been signed.**

**Cabinet Member Report No. [number]  
(Member Services will fill this information in)**

**Title:** Local Transport Plan 4

**Date:** 29/03/2016

**Author:** Martin Tugwell: Director Growth, Strategy and Strategic Alliance

**Contact officer:** Ryan Bunce Tel: 01296 387133

**Local members affected:** (All Electoral Divisions);

*For press enquiries concerning this report, please contact the media office on 01296 382444*

## Summary

Transport is a big part of all of our lives. It affects us all: in good ways and bad ways. As Buckinghamshire's economy and population grow, good transport systems and networks will become even more important. The Local Transport Plan 4 will set out how transport can play its part in realising the Council's vision to make Buckinghamshire a great place to live and work. It plays a key part in accessing funding for transport improvements, making sure new developments work for Buckinghamshire and shaping the way we work to improve transport.

The Plan will cover all types of transport and look ahead to 2036. It sets out the Council's high-level approach to transport in Buckinghamshire. More detailed documents will be developed to support it and provide more detail as necessary. These are likely to include area strategies for key growth areas and strategies for specific issues (like Development Management).

The Plan will meet the Council's statutory responsibility to produce and maintain a Local Transport Plan. It also has a vital role to play in the Council's work to deliver its Strategic Plan priorities. With a growing county there is a huge amount that can be done to improve transport



INVESTOR IN PEOPLE



in Buckinghamshire. Our funds are increasingly constrained so these policies will need to be implemented in partnership with central government, the district councils, communities and businesses. Innovative approaches will be required to try to maintain accessibility with less money. The Plan explains how it will be put into action by a range of people.

The Plan proposed has been informed by an initial 'snapshot' consultation and a formal eight week consultation. This has helped the Plan to meet the needs of Buckinghamshire's people, its businesses and key stakeholder organisations (such as the district councils and the Buckinghamshire Thames Valley Local Enterprise Partnership). The Plan has also been subject to a Strategic Environmental Assessment, Habitats Regulations Assessment and Equalities Impact Assessment with no significant negative issues being identified at this stage.

## **Recommendation**

**That the Cabinet Member for Transportation agrees to recommend 'Buckinghamshire's Local Transport Plan 4' (Appendix 1) (the Plan) to Full Council for adoption as the Council's local transport plan for the period to 2036.**

**That the approval of any minor amendments to the Plan required based on experience with its application is delegated to the Director of Growth & Strategy in consultation with the Cabinet Member for Transportation.**

**That any decision to review the Plan before 2036 is delegated to the Cabinet Member for Transportation.**

### **A. Narrative setting out the reasons for the decision**

1. This section of the report sets out the reasons for the decision and it is divided into three sub-sections: the first setting out the role of a Local Transport Plan; the second explaining more about the Plan proposed; and the third summarising the consultation that informed the Plan's development. The proposed Plan forms Appendix 1 to this report.

#### **The role a Local Transport Plan:**

2. The Council is responsible for producing and maintaining a Local Transport Plan. This is a statutory responsibility under the Local Transport Act 2008. The Plan sets out the Council's overarching strategy for transport across the County. The current plan expires in April 2016 and a replacement is, therefore, required.
3. Transport is a big part of all of our lives. It affects us all: in good ways and bad ways. As Buckinghamshire's economy and population grow, good transport systems will become even more important. The Local Transport Plan addresses these issues, setting out how transport can play its part in realising the Council's vision to make Buckinghamshire a great place to live and work:

*"Local Transport Plan 4 aims to make Buckinghamshire a great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country."*

4. The Plan covers all types of transport and looks ahead to 2036, in line with the timescales Buckinghamshire's local planning authorities are using for their Local Plans. Over that period things will change, so we will need to review the Plan (see Section K).

5. With a growing county there is a huge amount that can be done to improve transport. Our funds are increasingly constrained so these policies will need to be implemented in partnership with central government, the district councils, communities and businesses. Innovative approaches will be required to try to maintain accessibility with less money. The Plan explains how it will be put into action by a range of people. It will play a key part in accessing funding for transport improvements, making sure new developments work for Buckinghamshire and shaping the way we work to improve transport. The Local Transport Plan will be used to:

- Make sure the transport investments the Council makes (or supports) meet its objectives and keep Buckinghamshire thriving and attractive in the future.
- Support bids for funding: to the Department for Transport and other Central Government departments; via the Buckinghamshire Thames Valley Local Enterprise Partnership; to European funds; and from a range of other funders. All these funders need to know that a bid is part of a bigger plan (like the Local Transport Plan) to deliver value from their funding.
- Respond to development proposals and make sure they work for Buckinghamshire.
- Help interested individuals and organisations to deliver the transport improvements or services they want themselves. By providing information and guidance the Plan is part of the Council's work to help people to do things for themselves, where appropriate.

**The plan proposed:**

6. The policies in Local Transport Plan 4 set out a high-level approach to transport in Buckinghamshire. It is divided into four sections. Section 1 explains what the Plan does, provides a picture of Buckinghamshire today and how it is expected to change, and sets out the aim and four objectives the rest of the Plan addresses. Section 2 sets out 'big picture' policies, for issues that affect the whole county. Section 3 provides a range of policies for specific issues, such as policies for particular modes of transport. Section 4 describes the range of ways the Plan will be put into action and includes a map showing aspirations for schemes identified in work undertaken to date.

7. It is proposed that the Council should develop additional documents to support the high-level policies set out in the Plan and provide more detail as necessary. These are likely to include area strategies for key growth areas and strategies for specific issues. The diagram in Section 1 of the Plan provides more information on the subjects that are expected to be covered by the strategies (some of which have already been developed). This approach (a high level Local Transport Plan supported by more detailed documents) is proposed as the best solution for Buckinghamshire because:

a. It allows us to plan on a timetable that is right for Buckinghamshire.

By separating the more detailed strategies for key growth areas from the main Plan's timetable we are able to produce them at the most appropriate time. As the district councils are still developing proposals for their new Local Plans it would be impossible to understand the details of where transport issues will be in twenty years or how, therefore, to address them. Instead we can develop these strategies when we have the information to understand the issues properly.

b. It allows us to develop policies for the issues that matter for Buckinghamshire.

A high-level Plan supported by a more flexible set of documents allows us to develop only the policies we need as Buckinghamshire changes.

c. It allows us to make the best use of our limited resources to deliver the policies Buckinghamshire needs, with the resources the Council has.

### **Consultation that informed the proposed Plan:**

8. Local Transport Plan 4 will have a significant impact on a wide range of people, including residents, businesses and other travellers. Engaging Buckinghamshire's people and businesses has been a central part of getting the Plan right.
9. The proposed Plan has been informed by an initial 'snapshot' consultation and a formal eight week consultation. This has helped the Plan develop to meet the needs of Buckinghamshire's people, its businesses and key stakeholder organisations (such as the district councils and the Buckinghamshire Thames Valley Local Enterprise Partnership).
10. The initial 'snapshot' phase of consultation ran between 24 August and 7th September 2015 and used an online consultation tool to understand individuals' priorities for the Plan. It identified the issues that were most important to people and how they would prefer to address them. This information helped us write the consultation draft Local Transport Plan 4 which was the subject of the second phase of consultation.
11. The second phase of consultation was held between 7th December and 29<sup>th</sup> January. It allowed us to understand what people (and stakeholder organisations) think of the proposals for the draft Plan. A consultation report summarising the consultation, the responses received and changes made to the proposed Plan as a result forms Appendix 2 to this report.
12. The eight week consultation successfully engaged over 600 individuals and stakeholder organisations (including Members, District Councils, Town Councils, Parish Councils, businesses, and other organisations). It was designed to reach as wide a range of people as possible in an affordable way. Consultation materials and a questionnaire were available on the BCC website's 'Have your say' portal. The consultation was promoted using a range of methods (detailed in the Consultation Report).
13. The analysis suggested a range of ideas and helpful improvements. The key improvements made to the proposed Plan based on the findings include:
  - Measures to clarify the Local Transport Plan's role as the Council's highest level transport policy and to explain the more detailed policies which will be developed to support it. Including:
    - An improved diagram showing: the Local Transport Plan; the more detailed policies; and their relationships with other key policies.
    - Highlighting parts of the Plan that are 'living policies' that may be updated and published online as our understanding develops.
    - Clarifying the role of the Plan's objectives.
  - Expanding Policy 2: 'Beyond Buckinghamshire' to include a series of maps that show key challenges and current options for addressing them. Improving the existing map. This will form one of the 'living policies' described above.
  - Changes to help the Council's Development Management team secure mitigation measures and funding from developers.
  - A range of more detailed changes addressing new issues and responding to improved information provided by respondents.
  - Sharing information gained with other parts of the Council, especially the team conducting the Public Transport Review.
14. The Plan has also been subject to a Strategic Environmental Assessment, Habitats Regulations Assessment and Equalities Impact Assessment. Updates were made where appropriate as the Plan was refined and developed. Consultation on the

Strategic Environmental Assessment was undertaken in January, with findings being incorporated as appropriate. No significant negative issues were identified by these assessments: with their main effects being assessed as positive, neutral or to be defined for individual projects as they are developed. The Strategic Environmental Assessment identified no significant negative effects and concluded that an up-to-date plan is likely to have a better impact than continuing with Local Transport Plan 3 (the alternative case considered) would. For cumulative effects considered likely between certain LTP4 policies and transport schemes prioritised by the County, no additional measures are considered necessary at this strategic level. The Habitats Regulations Assessment identified no significant effects for some of the Plan's policies and deferred the full assessment of schemes arising from others, which could not be assessed at this high level, to project level when more detail is known (when such assessments would be required anyway). Text has been added to Policy 10 of the proposed Plan to reflect this. The Equalities Impact Assessment concluded that the Plan should have a range of benefits for equalities issues (by improving access and managing transport's negative impacts) and that there will be further opportunities to consider other specific needs in more depth in subsequent scheme assessments and supporting strategies.

## **B. Other options available, and their pros and cons**

*Alternative Option A: Not replace the current Local Transport Plan 3.*

15. The Council is responsible for producing and maintaining a Local Transport Plan. This is a statutory duty under the Local Transport Act 2008. When the current plan expires in April 2016 the Council would be in breach of the Local Transport Act 2008.
16. This would have legal implications, compromise the Council's ability to access Central Government transport funding and reduce its ability to bid for other transport funding. With significant growth options being considered by the district councils, the lack of a Local Transport Plan would significantly affect the Council's ability to respond to development proposals and secure the transport mitigation measures Buckinghamshire will require. Without the Plan to steer its considerable spending on transport it would be difficult to ensure this investment provides value for money in delivering the Council's Strategic Plan objectives.
17. This option is not recommended.

*Alternative Option B: Extend the current Local Transport Plan 3.*

18. This could fulfil the Council's duty to produce and keep updated a Local Transport Plan. Significant changes have taken place in the way transport investments are funded since Local Transport Plan 3 was published. Also, districts are beginning to look at different levels of growth and our aspiration to empower different providers has developed. As such, this option is not recommended. Local Transport Plan 3 is unlikely to continue to reflect Buckinghamshire's needs in the future; and would be likely to lead us to miss opportunities for transport improvements that would benefit the county.
19. If pursued, this option would require a new Strategic Environmental Assessment, Habitats Regulations Assessment and Equalities Impact Assessment (and as a result would require further consultation to be undertaken).
20. This option is not recommended.

## **C. Resource implications**

21. The work on the proposed Local Transport Plan is now largely complete (except the work required to take it to Full Council). Not progressing with the proposed Plan and developing an alternative replacement plan would have significant resource implications.
22. Once implemented, the Plan will have no additional resource implications until a review is required. By making our policies clear and easy to up-to-date the Plan should make some of the Council's work easier. The Plan should identify new opportunities and funding which will help the Council to resource the improvements required to meet its vision. As such, the Plan is expected to be a net attractor of funding. The funding implications of these opportunities will be the subject of separate decisions as required at that time.
23. The production of the supporting policies and strategies will have financial implications. These will be managed within agreed budgets and approved through separate appropriate decision making processes as required.

#### **D. Value for Money (VfM) Self Assessment**

24. As the Local Transport Plan imposes no direct costs (beyond officer time allocated in existing business plans) it is not possible to provide a quantitative assessment. This section provides a summary of the Plan's key impacts on economy, efficiency and effectiveness.
25. **'Economy'** is the price paid for what goes into providing a service. Developing the Plan in this way (a main strategy supported by more detailed documents) has allowed costs to be minimised and incurred only at the most appropriate point. Utilising online methods and existing consultation software where possible minimised consultation costs. Consulting effectively also helps us to get the Plan right, reducing the risk of having to correct errors with attendant resource implications.
26. **'Efficiency'** is a measure of productivity – how much you get out in relation to what is put in. The Plan was delivered with fewer resources than previous plans. Further, the Plan's flexible format avoids the risk of producing strategies which have a short lifespan as they were produced to meet an arbitrary fixed timescale, rather than at the optimum time. This will ensure we get the most value out of our strategies. The Plan has also been designed to work for a broader range of funders/deliverers of schemes (communities, businesses, developers and others, as well as the traditional Department for Transport audience): this will help it attract more funding and deliver more for Buckinghamshire. Using digital methods, and an approach to consultation and Plan format that focus on the user, has allowed both phases of consultation to deliver the impressive results described in Sections A and H. Both the consultations showed that these methods can reach more people than previous consultations did (and have a real, positive, effect on the Plan) with fewer resources.
27. **'Effectiveness'** is a measure of the impact achieved. The Plan will help the Council to shape and attract significant transport investments for the next twenty years, and help to ensure any future development keeps Buckinghamshire special. The Plan's accessible format is designed to work for more people and should allow individuals and communities to contribute to meeting their own transport needs. By developing a main plan now with more detailed strategies being produced at the optimum time afterwards, they should be best able to deliver the best results for Buckinghamshire. Overall the Plan should provide returns far larger and longer lasting than the relatively small investment required in its production.



## **E. Legal implications**

28. Advice has been sought from Buckinghamshire Law Plus, and no legal implications have been identified

## **F. Property implications**

29. Advice has been sought from property services, and no legal implications have been identified.

## **G. Other implications/issues**

30. The Local Transport Plan includes a range of economic, social and environmental objectives. The Plan should have a positive impact on these issues. The assessments of the Plan described in Paragraph 31 and the consultation described in Paragraph 32 have helped to ensure that the Plan really does have a positive impact in practice.

31. The Strategic Environmental Assessment, Habitats Regulations Assessment and Equalities Impact Assessment undertaken of the Plan are described in Section A above. The Strategic Environmental Assessment covers a broad range of issues including: air quality and climate; biodiversity and water; land and soil, landscape and heritage; health and well-being; and population and communities. Overall no significant negative impacts were identified by these assessments and some important benefits were highlighted.

32. The two phases of consultation were designed to attract responses from as representative a range of people as possible, including those with characteristics identified in equalities and diversity guidance. The high response rates and a more balanced than usual sample should help the Plan meet different people's needs as effectively as possible.

33. Value for money is considered in Section D above. Advice has been sought from Finance, and no financial implications have been identified

34. Investments made as a result of the Plan will be subject to appropriate assessments of Equality and Diversity, Crime and Disorder, Value for Money, Biodiversity, Sustainability, and Risk through the decision processes required at that point.

## **H. Feedback from consultation, Local Area Forums and Local Member views**

35. The '*Consultation that informed the proposed Plan*' sub-section of Section A describes the two phases on consultation undertaken to inform the development of Local Transport Plan 4.

36. The initial 'snapshot' consultation received 615 responses and helped us to find out: what transport issues matter in Bucks; and how people would prefer to address them. The consultation was designed to provide an easy way for people to tell us what they think about a wide range of things. Its innovative online format was selected to reach a large audience and encourage groups which don't usually engage with traditional consultations to participate. The responses helped to shape a draft Plan.

37. The second phase of the consultation allowed us to understand what individuals, businesses and other stakeholder organisations thought about a draft of the Plan. The eight week consultation successfully engaged the public and stakeholders (including Members, District Councils, Town Councils, Parish Councils, businesses, and other organisations). It was designed to reach as wide a range of people as possible in an affordable way. Consultation materials and a questionnaire were available on the BCC

website's 'Have your say' portal. The consultation was promoted using a range of methods:

- On the BCC homepage
- A programme of BCC Facebook and Twitter account messages.
- Press releases, successfully picked up by print and online sources.
- The 'My Bucks' newsletter
- In libraries.
- By contacting known stakeholders directly by email (including Members, District Councils, Town Councils, Parish Councils, transport interest groups and previous respondents)
- An item circulated to Local Area Forums.
- Lunchtime learning sessions for BCC officers and TfB staff
- Two drop-in sessions for members and officers, in the lift lobby

38. Responses to the consultation informed improvements to the proposed Plan. These improvements are summarised in Section A above and explained in more detail in the Consultation Report (See Appendix 1 for the proposed Plan and Appendix 2 for the consultation report). The public, Local Area Forum members and Local Members were amongst those invited to participate in both phases of consultation.

39. As well as the consultations described above, the Cabinet Member for Transportation has been engaged throughout the Plan's development. The Plan was also discussed at Scrutiny and officers subsequently provided a written update on the consultation results at the Committee's request (unfortunately, the second dedicated session offered to scrutiny members was not possible within the Committee's timetable). Cabinet Members were engaged on a number of occasions during the Plan's development. As a result an additional map was added to the 'Putting the Plan into action' section, showing aspirations for schemes, and improvements were made to the maps already included in the plan to incorporate their suggestions.

40. Two drop-in sessions were also held for members and officers, in the New County Offices lift lobby, during the second consultation period.

## **I. Communication issues**

41. Councillors will be informed of the decision by member services. The Local Transport Plan will be published on the Council's website.

42. Those without internet access can use Buckinghamshire's libraries to access the Plan. Our libraries provide internet access and support in using the internet for less experienced users.

## **J. Progress Monitoring**

43. If adopted no significant additional work will be required on the Local Transport Plan. The effectiveness of the Plan will be monitored by the review processes set out in Section K below.

44. More detailed documents developed separately in the future to support the Plan will be monitored through the Council's established business management and decision making processes.

## **K. Review**

45. The Local Transport Plan 4 looks ahead to 2036, in line with the different timescales on which Buckinghamshire's local planning authorities are planning for growth across the county. Over that period things will change, so we are likely to need to review the Plan within it.
46. The additional documents envisaged to support the high-level policies set out in the Plan include area strategies for key growth areas. The issues and solutions identified in these strategies will help us to understand how transport will change in Buckinghamshire. This will help to establish the timescale on which the Local Transport Plan should be reviewed. The recommendation made above is that the decision to review the Plan before 2036 is delegated to the Cabinet Member for Transportation.

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## Background Papers

A number of important background papers form appendices to this report:

- The proposed Local Transport Plan 4
- Consultation Report
- Strategic Environmental Assessment
- Habitats Regulations Assessment
- Equalities Impact Assessment.

The (superseded) consultation draft Local Transport Plan 4 is available from:

<https://democracy.buckscc.gov.uk/documents/s72133/LTP4%20working%20layout%203.0%20PUBLISHED%20CONSULTATION%20DRAFT.pdf>

The papers setting out the decision to carry out consultation provide more details on the planning of the consultation. They are available from:

<https://democracy.buckscc.gov.uk/ieDecisionDetails.aspx?ID=5140>.

Local Transport Plan 3 is available from: <http://www.buckscc.gov.uk/transport/more/local-transport-plan-4/local-transport-plan-3/>.

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## **Your questions and views**

*If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.*

*If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Member Services Team by 5.00pm on [Date]. This can be done by telephone (to 01296 387969), or e-mail to [democracy@buckscc.gov.uk](mailto:democracy@buckscc.gov.uk)*

