GLOUCESTERSHIRE COUNTY COUNCIL

Draft Local Transport Plan 2027-2043

Strategic Environmental Assessment

Environmental Report

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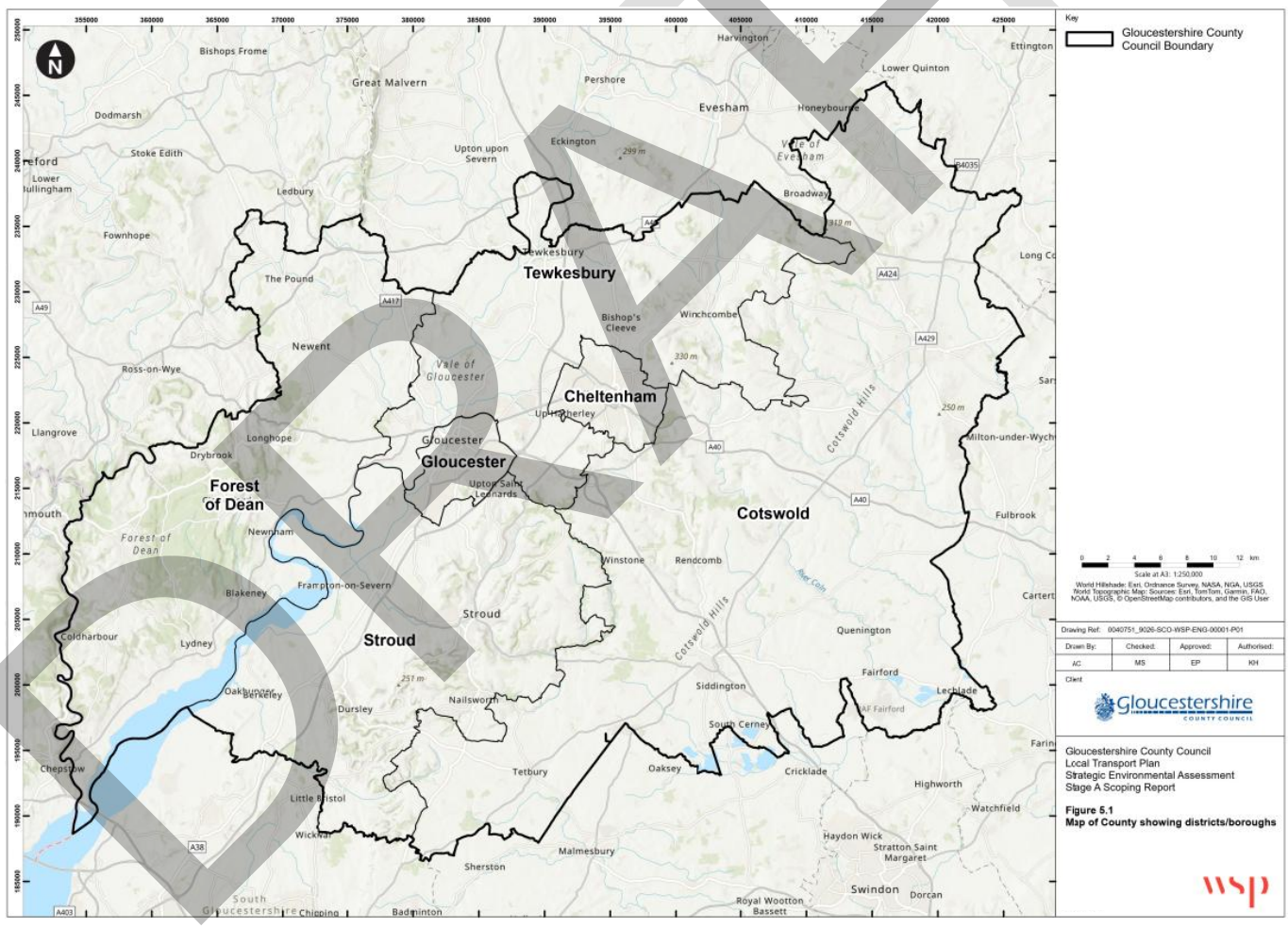
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1. Introduction

1.1. Overview

WSP UK Limited (WSP) has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) of Gloucestershire's fifth Local Transport Plan (LTP) 2027 to 2043. Gloucestershire is a predominantly rural county in the South West of England covering approximately 2,653km^{2,} see **Figure 1**. It includes the city of Gloucester, market towns, and rural landscapes including the Cotswolds National Landscape. Gloucestershire is bordered by Herefordshire, Worcestershire, Warwickshire, Oxfordshire, Swindon, Wiltshire, South Gloucestershire, and Wales with Monmouthshire to the west.

Figure 1 The Districts and Boroughs that Comprise Gloucestershire County



The LTP is being prepared by Gloucestershire County Council (GCC) and will set out the long-term strategy for how transport will support the County's people, places, economy and environment by 2043. It responds to a period of significant change from population growth, increased housing and employment requirements, the transition to net zero, changing travel behaviours, local government reorganisation and the opportunities that may arise through devolution. Once adopted, it will

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replace the current LTP for Gloucestershire[1] that was published in March 2021 and covers the period 2020 to 2041. To inform the development of the plan, GCC is consulting on the draft LTP between 1st October to 15th November 2026.

SEA is a requirement of the Environmental Assessment of Plans and Programmes Regulations (SI 2004/1633, known as the 'SEA Regulations')[2]. It is a systematic process carried out to ensure that environmental issues are fully integrated and addressed through the development of plans and programmes such as the LTP. This Environmental Report presents the findings of the assessment of the draft LTP.

1.2. Local Transport Plans

The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'[3], introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000[4] (now amended by the Local Transport Act 2008[5]) made it a statutory requirement for Local Transport Authorities (LTAs) outside of London to produce LTPs having regard to Government guidance and policies on the environment. Part II, Section 108 sets out that a transport authority must prepare a document, or two or more documents, to be known as the LTP, that contains their policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from, and within their area, as well as their proposals for implementation of those policies.

The more recent Local Transport Act 2008[5] gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the strategy and implementation plan elements of the LTP. The Act allows the authority to replace their plan 'as they think fit', and to carry out the appropriate consultation in preparing a plan, and in keeping it under review.

The Local Transport Act 2008[5] makes particular reference to climate change mitigation and adaptation, but states that authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

The Department for Transport (DfT) published updated statutory guidance for LTAs in England on preparing LTPs on 02 April 2026[6]. The guidance sets out the statutory duties and expectations for LTAs and promotes a vision-led, outcomes-focused approach to transport planning to shape transport in the plan area for the next 10 to 20 years. It emphasises the importance of evidence-based decision making, accessibility and inclusion, active travel, public transport, decarbonisation, integrated land use planning and performance monitoring in the preparation and delivery of LTPs.

[1] Gloucestershire County Council (2021) Gloucestershire's Local Transport Plan (2020-2041). Available online at: https://www.gloucestershire.gov.uk/media/p5melmok/ltp-policy-document-final-v132-2.pdf [accessed 14/09/2026]
[2] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations, 2004. Available online at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf [accessed 14/09/2026]
[3] Department for Transport, A new deal for transport: better for everyone - White Paper, 1998. Available online at:https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/anewdealfortransportbetterfo5695 [accessed 14/09/2026]
[4] Transport Act, 2000. Available online at: https://www.legislation.gov.uk/ukpga/2000/38/introduction [accessed 14/09/2026]
[5] Local Transport Act, 2008. Available online at: https://www.legislation.gov.uk/ukpga/2008/26/contents [accessed 14/09/2026]
[6] Department for Transport (2026). *Local transport plans*. [online] *GOV.UK*. Available at: https://www.gov.uk/government/publications/local-transport-plans/local-transport-plans [Accessed August 2026]

This guidance sets out how LTAs should assemble plans that will shape transport in their area for the next 10 to 20 years. The guidance outlines that SEA should be carried out during preparation of an LTP.

Information relating to the Gloucestershire LTP is provided in **Chapter 2** of this Environmental Report.

1.3. Strategic Environmental Assessment

SEA is a systematic assessment process, aiming to ensure that the likely significant environmental effects of plans and programmes are identified, described and evaluated. In this context, the purpose of SEA is to encourage relevant plan and programme authors to integrate environmental considerations into the development of any plan or programme. Throughout the course of the development of the plan or programme, the aim of SEA is to promote sustainable development by identifying the potential impact of options proposed in the plan, in terms of their environmental effects. If any adverse effects are identified, these options can then be avoided, or proposals modified to manage or mitigate adverse effects.

SEA is mandatory for plans and programmes prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, that set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[7]. Accordingly, GCC has determined to undertake SEA of the LTP.

SEA comprises five key stages:

- **Stage A**: Scoping;
- **Stage B**: Develop and Refine Alternatives and Assess Effects;
- **Stage C**: Prepare Environmental Report;
- **Stage D**: Consult on the Draft Programme and Environmental Report and Prepare the Post Adoption (SEA) Statement; and
- **Stage E**: Monitor Environmental Effects.

Stage A of the SEA of the draft LTP led to the production of a Scoping Report. The scoping stage itself comprised the following five tasks:

i. Review of other relevant policies, plans, programmes and strategies (hereafter referred to as 'plans and programmes').

ii. Collation and analysis of baseline information.

iii. Identification of key issues.

iv. Development of the assessment (SEA) framework.

[7] UK Government, The Town and Country Planning (Environmental Impact Assessment) Regulations, 2017. Available online at: The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (legislation.gov.uk) [accessed 14/09/2026]

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v. Consultation on the scope of the SEA.

The draft SEA Scoping Report was available for review and comment by statutory consultees (the Environment Agency, Historic England and Natural England) from 13th May 2026 to 17th June 2026. Responses were received from all statutory consultees, although Natural England had no specific comments. The comments received from the Environment Agency and Historic England were noted and amendments actioned were necessary.

A final SEA Scoping Report was produced to reflect the comments received and this is presented in **Appendix A**. The consultation comments log can be found in Appendix C of the final SEA Scoping Report.

The revised SEA framework has been used to assess the effects (including cumulative effects of the draft LTP (**Stage B**). The assessment is presented in this Environmental Report (in a form to meet the requirements of Schedule 2 of the SEA Regulations) (**Stage C**).

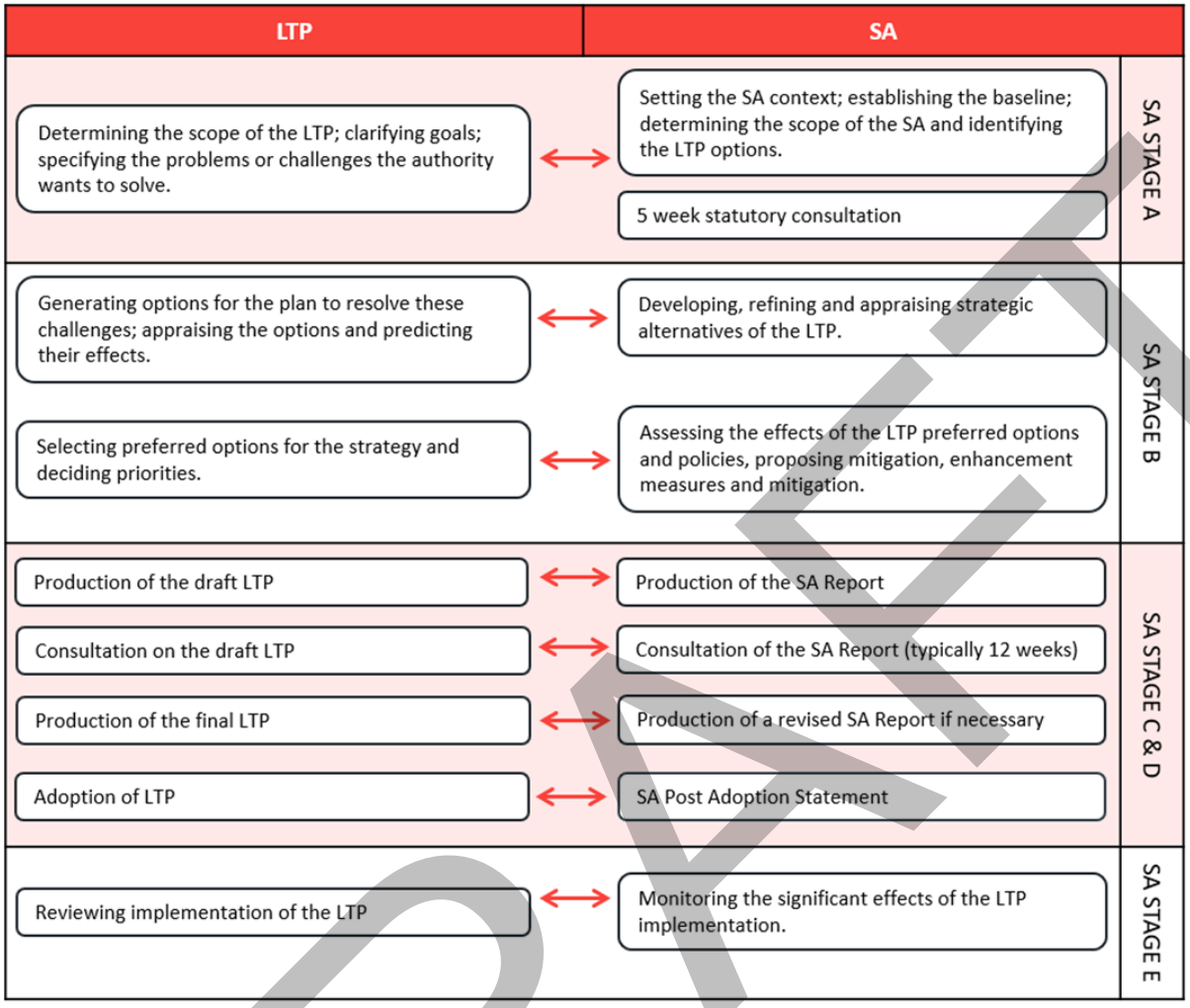
The draft LTP and accompanying documents including this Environmental Report will be published for consultation (**Stage D**). GCC will take into account the responses received during the consultation before confirming the vision, outcomes, policy and schemes that will become the final LTP. In conjunction with publishing the final LTP, a Post Adoption Statement will be issued (to meet the requirements of SEA Regulation 16(4)). This will set out GCC's response to results of the consultation and SEA processes and how the findings of the SEA have been accommodated in the final LTP.

Regulation 17(1) of the SEA Regulations requires monitoring of any resulting significant environmental effects of the LTP (**Stage E**).

The integration of the SEA with preparation of the LTP preparation is shown in **Figure 2**. This Report represents **Stage B** and **Stage C** of the SEA process.

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Figure 2 SEA and LTP Stages



1.4. Purpose of this Environmental Report

Following consultation on the scope of the SEA (**Stage A**), this Environmental Report presents the findings of the SEA for the draft LTP (**Stage B** and **Stage C**) and will be presented alongside the draft LTP for public consultation (**Stage D**). The purposes of the Environmental Report are to:

- ensure that the likely significant environmental effects of the draft LTP and any reasonable alternatives are identified, described, and evaluated;
- help identify appropriate measures to avoid, reduce or mitigate adverse effects and to enhance beneficial effects associated with the implementation of the LTP wherever possible;
- provide a framework for monitoring the potential significant effects arising from the implementation of the LTP;
- give statutory consultees, stakeholders and the wider public the opportunity to review and comment upon the likely environmental effects that the draft LTP may have on them, their communities and their interests, and to inform any consultation responses made to the draft LTP;

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- inform GCC's decisions on the LTP; and
- demonstrate that the LTP has been developed in a manner consistent with the requirements of the SEA Regulations.

1.5. Environmental Report Structure

This Environmental Report is structured as follows:

- **Chapter 1: Introduction** - Provides an overview of the LTP, SEA process and the purpose of this report.
- **Chapter 2: The Local Transport Plan 2027- 2043** - Describes the purpose and scope of the LTP and provides an overview of the structure and contents of the draft LTP.
- **Chapter 3: SEA Scope and Methodology** - Provides on overview of the scope of the SEA and outlines the approach to the assessment of the draft LTP and reasonable alternatives, including the assessment framework (which comprises SEA objectives and guide questions).
- **Chapter 4: Assessment of the Draft Local Transport Plan** - Summarises the likely significant effects of the draft LTP.
- **Chapter 5: Cumulative Effects** - Presents the findings of the cumulative effects assessment for the draft LTP as a whole, as well as with other plans, programmes and projects.
- **Chapter 6: Assessment of Reasonable Alternatives** - Sets out the reasonable alternatives identified by GCC in respect of the draft LTP and presents the findings of their assessment.
- **Chapter 7: Mitigation, Enhancement, and Monitoring** – Sets out proposed measures for mitigating, enhancing, and monitoring the effects of the LTP.
- **Chapter 8: Next Steps** – Sets out the next steps for the SEA process.

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2. The Local Transport Plan 2027 – 2043

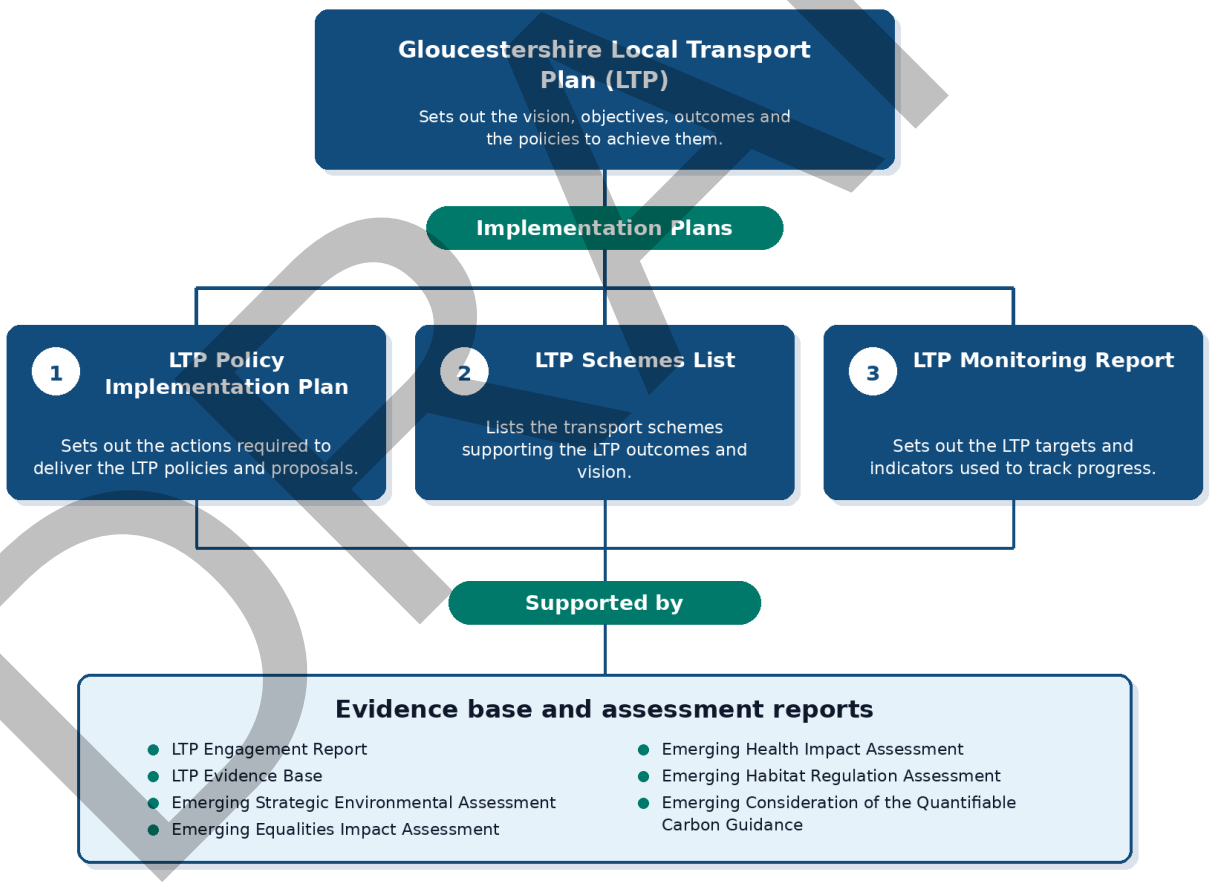
2.1. Introduction

The LTP is the strategic document that sets out the priorities for transport across Gloucestershire. Significant progress has been made in delivering a range of transport projects identified in the current LTP (LTP 2020-2041), including safe and efficient transport, promoting economic growth, contributing to meeting housing needs, improving public health and reducing environmental damage.

The LTP 2027 - 2043 will establish new policies that will drive further improvements to transport infrastructure in Gloucestershire. The plan will seek to contribute to a move away from car-focused transport to a more balanced approach, promoting sustainable and active travel.

The draft LTP is supported by three implementation plans and an emerging evidence base, as shown in **Figure 3**. The implementation plans will be updated on an annual basis.

Figure 3 LTP Strategy, Implementation Plans and Assessment Reports



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The draft LTP is being published for public consultation. It comprises of the following core components: a vision, outcomes and objectives; policies; and schemes. These components of the draft LTP are described in more detail below.

2.2. Draft Vision, Outcomes and Objectives

The draft LTP sets out a transport vision for Gloucestershire, as follows:

> *"A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable"*

To achieve this vision, the draft LTP identifies (and is structured around) three outcomes and 12 supporting objectives, as reproduced in **Table 2-1**.

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Table 2-1 Draft LTP Vision, Outcomes and Objectives

Vision: A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable		
Outcome 1: A well connected and prosperous Gloucestershire	**Outcome 2: A green and healthy Gloucestershire**	**Outcome 3: A Gloucestershire for local communities**
Objective 1: Improving regional transport connections to support a wider functional economic area	**Objective 5:** High quality natural and built environment	**Objective 9:** Integrating different types of transport to make it work better for the community
Objective 2: A transport system which supports sustainable housing and employment growth	**Objective 6:** Reducing carbon emissions and shifting to sustainable transport modes	**Objective 10:** Ensuring travel is affordable for all and supports reduced social exclusion
Objective 3: Making our transport system more reliable and resilient all day, every day	**Objective 7:** Making travel safer and more secure	**Objective 11:** Ensuring transport is accessible and inclusive for everyone
Objective 4: Making our transport system fit for the future	**Objective 8:** Enabling people to lead active and healthy lives	**Objective 12:** Local transport that reflects community needs

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2.3. Draft Policies

Each draft LTP objective is underpinned by proposed policies. The draft policies are listed in **Table 2-2**.

Table 2-2 Draft LTP Policies (grouped by Outcomes and Objectives)

Outcome 1: A well connected and prosperous Gloucestershire
Objective 1: Improving regional transport connections for a wider functional economic area
Policy 1: Preparing for Devolution
Policy 2: Improving Gloucestershire's Rail Infrastructure
Policy 3: Delivering high quality coach travel
Policy 4: Managing Gloucestershire's Local Highway
Policy 5: Supporting the function of the SRN
Policy 6: Ensuring efficient freight movement
Policy 7: Funding Strategic Transport Infrastructure
Objective 2: A transport system which supports sustainable housing and employment growth
Policy 8: Land Use Transport Integration
Policy 9: Supporting enhanced rail connectivity
Policy 10: Prioritising high-quality rapid transit corridors
Policy 11: Development Management
Policy 12: Connecting local businesses and supporting the visitor economy
Objective 3: Making our transport system more reliable and resilient all day, every day
Policy 13: Managing travel demand
Policy 14: Improving bus reliability
Policy 15: Creating a resilient transport network
Policy 16: Managing and maintaining our transport network
Policy 17: Enforcing civil and regulatory powers
Policy 18: Managing on-street car parking
Objective 4: Making our transport system fit for the future
Policy 19: Maximising the benefits of digital technology
Policy 20: Exploring technology and innovative solutions
Outcome 2: A green and healthy Gloucestershire
Objective 5: High quality natural and built environment
Policy 21: Reducing transport related pollution and waste
Policy 22: Supporting nature recovery

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Policy 23: Improving access to greenspace for all
Policy 24: Delivering good streets and public spaces
Objective 6: Reducing carbon emissions and shifting to sustainable transport modes
Policy 25: Reducing transport carbon emissions
Policy 26: Zero Emission Buses
Policy 27: Implementing electric vehicle charging infrastructure
Policy 28: Gloucestershire related transport emissions
Policy 29: Supporting sustainable local deliveries
Policy 30: Reducing carbon in infrastructure
Objective 7: Making travel safer and more secure
Policy 31: Supporting safer streets and roads
Policy 32: Ensuring personal safety when travelling
Objective 8: Enabling people to lead active and healthy lives
Policy 33: Delivering our Active Travel Strategy
Policy 34: Gloucestershire's walking, wheeling and cycling network
Policy 35: Providing shared micromobility services
Policy 36: Support opportunities to create quiet lanes where appropriate
Policy 37: Access to greenspaces and Public Rights of Way
Policy 38: Influencing Travel Behaviour
Outcome 3: A Gloucestershire which supports local communities
Objective 9: Integrating different types of transport to make it work better for the community
Policy 39: Improving Gloucestershire's local bus network
Policy 40: Integrated public transport ticketing and payments
Policy 41: Establishing high-quality and safe interchange hubs
Policy 42: Delivering railway station improvements
Objective 10: Ensuring travel is affordable for all and supports reduced social exclusion
Policy 43: Reducing transport poverty
Policy 44: Providing transport for children and young people
Policy 45: Shared mobility
Policy 46: Expanding our demand responsive transport offer
Policy 47: Taxis and personal hire provision
Objective 11: Ensuring transport is accessible and inclusive for everyone
Policy 48: Considering accessibility and inclusion in transport
Policy 49: Improving customer experience for all people travelling
Policy 50: Providing accessible and inclusive travel information

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Objective 12: Local transport that reflects community needs
Policy 51: Working with local communities
Policy 52: Community led transport

2.4. Draft Schemes List

The draft LTP is supported by a schemes list which identifies proposed interventions at a high-level. As these schemes progress, develop and approach delivery, the level of available detail will increase, priorities will become more defined through the consideration of options.

As the LTP is a live document, the potential list of schemes outlined in the schemes list are not exhaustive. Other schemes are likely to emerge before the end of the plan period and be supported through the development and delivery process as appropriate.

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3. SEA Scope and Methodology

3.1. Introduction

This Chapter describes the approach to the assessment of the draft LTP. It draws on the information presented in **Chapter 2** regarding the scope and contents of the draft LTP, alongside that contained within the Scoping Report (**Appendix A**) with respect to the review of other plans and programmes, analysis of the baseline and the key issues and opportunities identified, to define the scope of the assessment (in terms of the topics considered and geographic and temporal extent) as well as the assessment (SEA) framework. This chapter then outlines how the SEA Framework has been used to assess the draft LTP.

3.2. The Scope of the Assessment

Topics

The aim of the SEA is to identify, describe and evaluate the likely significant effects of implementing the LTP on the environment. Schedule 2 of the SEA Regulations requires that the assessment includes information on the *"likely significant effects on the environment, including on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage, including architectural and archaeological heritage; landscape; and the inter-relationship between the issues referred to"*.

The key policy objectives identified from the review of other plans and programmes relevant to the assessment of the LTP and the key issues and opportunities arising from the analysis of the baseline (as set out in the Scoping Report), together with the contents of the draft LTP, have been used to define the scope of the assessment in terms of the topics considered.

In this instance, all of the topics identified in Schedule 2 of the SEA Regulations have been scoped in for assessment in this SEA.

Geographic Scope

The spatial scope of the assessment principally reflects the operational area covered by the LTP.

Timescales

When considering the timing of potential effects of the draft LTP, the assessment has classified effects as 'short,' 'medium' or 'long-term'. This reflects an intention to capture the differences that could arise at different timescales, consistent with the requirements of Schedule 1 (2)(a) of the SEA Regulations where the assessment of the effects should have regard to *"the probability, duration, frequency and reversibility of the effects"*.

Table 3-1 summarises the timescales applied in the assessment.

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Table 3-1 - Duration of Short, Medium and Long Term

Duration	Estimated Length (years)
Short	0 – <5 years
Medium	5 – 25 years
Long	>25 years

3.3. The SEA Framework

The SEA Framework used to assess the draft LTP is comprised of objectives and guide questions. Establishing appropriate assessment objectives and guide questions is central to assessing the effects of the draft LTP. Objectives set out desired environmental outcomes, against which effects can be assessed. Guide questions have been used to focus the assessment on specific aspects of the objective. The development of the assessment objectives and guide questions has been informed by:

- the assessment frameworks used to complete the SEAs of earlier LTPs;
- the review of relevant plans and programmes and the associated key policy objectives and messages contained in the Scoping Report (**Appendix A**);
- the baseline information and key issues and opportunities presented in the Scoping Report (**Appendix A**); and
- consultee comments received on the Scoping Report for the LTP (**Appendix A**);

The assessment objectives and guide questions that comprise the SEA Framework for the LTP are set out in **Table 3-2**.

The 12 assessment objectives are also listed below:

- **SEA1**: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.
- **SEA2**: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.
- **SEA3**: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.
- **SEA4**: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.
- **SEA5**: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain and nature recovery.

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- **SEA6**: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.
- **SEA7**: To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value.
- **SEA8**: To reduce the risk and vulnerability from, and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.
- **SEA9**: To reduce air and noise pollution from the transport network.
- **SEA10**: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.
- **SEA11**: To ensure the efficient use of land and that valuable land, soils and geology is protected.
- **SEA12**: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.

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Table 3-2 – SEA Framework

SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
Population	• Transport issues affect different groups to varying extents, and there is evidence to show that barriers to accessing and using transport can be exacerbated by age, ethnicity, and gender. • Improving public transport from rural areas and smaller towns could improve access to services for all residents. • The population of Gloucestershire is projected to increase in number, therefore new houses and services are likely to be developed and require new transport connections. • The population in Gloucestershire has a higher proportion of those aged 65+ (22.1%) than the national average (18.7%) with this proportion projected to increase, therefore resulting in a change in the transport requirements of the population. There is likely to be additional demand on	**SEA1:** To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	• improve access to rural areas and smaller towns through improved transport services, digital services and bringing services to people? • provide adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families? • improve connectivity between rural areas and nearby urban centres? • improve connectivity via public transport from medium-sized towns, to reduce the need for car journeys? • support diversity? • support population growth?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	the area's services and infrastructure. • Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction.		
Human Health and Wellbeing	• General health is good in Gloucestershire compared to regional and national comparators. • The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. • Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. • Addressing poor air quality within Gloucestershire is important to improving health outcomes for residents.	**SEA2:** To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	• maximise opportunities to enhance walking and cycling routes and encourage the use of active travel? • improve access to natural and historic places such as parks and gardens? • provide inclusive and accessible services in order to meet the needs of older residents? • create a transport network that is accessible and affordable for all that live and work in the region to reduce inequalities and impacts of the rising cost of living? • help prevent risks to human health, which arise from noise and air pollution?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
			• help prevent social isolation in both the rural and urban setting?
Economy and Employment	• Gloucestershire has below average working population but significantly lower levels of economic inactivity. • Gloucestershire has substantially higher employment compared to the national average and generally possesses high levels of education, and income. • Manufacturing, Wholesale and Retail Trade (including repair of vehicles), and Human health and Social Work are some of the significant sectors in Gloucestershire.	**SEA3:** To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	• improve connectivity between businesses to improve access to the skills pool as well supporting improvements in productivity? • improve transport systems to reduce strains on key services? • promote heritage-led regeneration, supporting the vitality and viability of town centres, promoting access to historic towns? • facilitate the decarbonisation of freight and logistics? • build a skilled workforce to support the transition to electric vehicles for the freight and logistics sector and SMEs?
Community Safety	• Some types of crime on public transport in the UK is on the rise. • As the population within Gloucestershire increases there could	**SEA4:** To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	• include designing out crime principles, particularly in those areas with high crime rates and crime deprivation? • engage with communities and encourage

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	be a greater demand for road travel, which may result in an increase in the number of accidents and those KSI on roads. • There are areas across the region which have high levels of crime compared to the rest of the County, particularly Stroud, Gloucester, Filton, and Cheltenham. • There are opportunities to increase the safety of active transport modes such as cycling and walking. • Vulnerable road users such as motorcyclists, cyclists, and pedestrians need consideration in safety improvements.		the reporting of crimes as well as ensuring safety for all transport users? • increase the safety of active transport modes such as cycling and walking? • support the implementation of the Road Safety Strategy? • improve safety on public transport across the region, especially for women? • ensure improvements to transport networks, including improving lighting, to ensure safety on networks?
Biodiversity	• There are a wide range of statutory local, national and international sites designated for nature conservation across Gloucestershire, which may be affected by development and use of new transport infrastructure. Habitats and wildlife corridors outside of these protected areas are especially at risk	**SEA5:** To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain and nature recovery.	• enhance biodiversity through the use of green infrastructure and nature centric design? • prioritise wider ecosystems services benefits to deliver landscape wide environmental gain for biodiversity and people?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	of being lost, damaged or fragmented by transport development. • New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. • New transport routs and infrastructure will need to be carefully planned so that they do not cause adverse impacts to protected species. • New transport routes will need to be carefully planned so that they avoid development next to or across water courses where possible. • Ecosystem services are the benefits that nature provides to people, areas of high (potential) provision should be protected and enhanced. • The development of new transport routes will need to pay regard to the enhanced biodiversity duty and the Local Nature Recovery Strategy		• achieve biodiversity net gain (BNG) through the development of its policies and schemes? • encourage the redevelopment of existing assets, to focus development away from areas of high biodiversity and ecosystem service provision? • enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in order to improve habitat connectivity? • Use green infrastructure to improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits? • reduce levels of pollution, including noise, air and light, minimising habitat and species disturbance? • protect or enhance natural capital and ecosystem services?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	• There is the potential for development to incorporate nature protection and enhancement measures to contribute towards nature recovery and secure BNG. • Views of vegetation from other modes of transport (e.g. along roads and railways) can enhance mental wellbeing, for example by reducing stress levels.		
Landscape and Townscape	• Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and townscapes, eroding character and quality, increasing pollution and eroding the visual amenity for residents. • Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural and historic environment, visual amenity and physical and mental	**SEA6:** To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	• design transport infrastructure with a landscape-led approach, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations? • consider the importance of landscape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape, and instead respects it? • improve access to towns and the countryside, to promote sustainable

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	health of the community. • Climate change will also put pressure on the landscape and townscape designations as extreme weather will increase stresses on ecosystems and urban centres.		tourism and to provide greater awareness of the Cotswolds, Wye Valley, and Malvern Hills National Landscapes as well as other designated areas, including the natural and historic environment? • increase access to the countryside? • implement GI to help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity for wildlife in urban areas?
Historic Environment	• There is potential for development to have a negative effect on the significance of heritage assets through changes to their settings from increased air pollution, noise, and visual effects which in turn could affect an asset's significance. • There is potential for transport infrastructure to impact designated and non-designated heritage assets and their character and setting, including historic townscape character and previously buried archaeological	**SEA7:** To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value.	• reduce traffic in historic areas? • improve the quality of the public realm and support heritage-led regeneration and tourism? • enhance the setting of heritage assets through the development of schemes that reduce traffic noise and enhance accessibility? • ensure that transport schemes conserve and enhance the significance of heritage assets including any contribution made by

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	remains. • New and/or upgraded transport infrastructure across Gloucestershire has the potential to individually affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) which contribute to the impact on their overall significance. This is additionally affected by increased pressure from population growth. • Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future scheme design, which should respect, retain, and protect the remains (e.g. through avoidance and redesign). • There is potential for development to have implications for assets on the Heritage at Risk register, either now or		their settings? • consider and respond to the local context in scheme design, including the character of historic landscapes and townscapes, rural settlements and urban areas? • enhance the historic environment by removing insensitive past schemes and/or reducing severance? • avoid indirect effects to heritage assets for example through changes to traffic and air quality?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	in the future. • There is potential for development to impact heritage assets through visual intrusion and pollution; • There is potential for discovery and impact on important archaeology, particularly in areas of proposed growth or new transport infrastructure. Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic areas could improve the historic environment. • Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism. • Improved transport infrastructure could improve access to and enjoyment of heritage assets.		
Water Environment	• The physical and chemical quality of	**SEA8:** To reduce the risk and vulnerability	• result in improved drainage, reducing

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as habitats. • Of the 253 water bodies identified, just 22 are achieving 'good' status, falling far short of the WFD target. • Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across Gloucestershire. • Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. • Upgrading existing infrastructure provides the opportunity to improve pollution control, including the use of SuDS and GI.	from, and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	discharge from roads and surface water flooding? • encourage the use of public and sustainable transport to reduce pollution from private vehicles on the road? • ensure that development in close proximity to a watercourse includes provision of natural, undeveloped buffer zones that contribute to natural flood management whilst also allowing access for maintenance and emergency works? • incorporate SuDS and GI within new developments in order to adapt to climate change, provide pollutant filtration, and counteract flood risk? • seek to protect groundwater, particularly in Source Protection Zones (SPZs), from serious pollution risk? • avoid negative impacts upon water resources, including SPZ's? • contribute towards the aims and objectives of River Basin Management

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
			Plans and the WFD Regulations to improve the water environment? • include proposals and policies that avoid inappropriate development in the floodplain? • incorporate flood risk reduction or improvement measures, for example, flood storage improvements or biodiversity enhancement?
Air Quality and Noise	• The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. • More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. • Air quality issues across Gloucestershire can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and active transport (e.g. cycling, walking etc.)	**SEA9:** To reduce air and noise pollution from the transport network.	• improve transport links, reduce idling times and thus improving air quality locally. • encourage a modal shift to sustainable transport modes (public transport and active transport)? • support the development of electric charging facilities and promote uptake of electric vehicles in line with the UK Government's plan to end the sale all new conventional petrol and diesel cars and vans by 2035? • improve congested areas of

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
	thereby leading to a higher standard of air quality. • A transition to electric vehicles is likely to reduce air and noise pollution. • Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. • Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. • Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. • Increased noise exposure, vehicle pollution, and effects from climate change can also have negative impacts on designated sites including the National Landscapes, and heritage assets.		Gloucestershire, minimising excess emissions where possible and aiding in improving air quality? • take consideration for areas with existing high noise exposure?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
Climate Change and Greenhouse Gases	• Transport is the largest contributor to greenhouse gas emissions in Gloucestershire. • There is a need to ensure climate resilience of transport infrastructure in Gloucestershire. • The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population emit in the coming decades. • Climate change is likely to cause more frequent and severe extreme weather such as droughts and flooding. • Effects from climate change can damage and/or impact the setting of designated sites including the National Landscapes, and heritage assets.	**SEA10:** To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	• plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding? • support the continued increase in infrastructure to support the demand for electric vehicles? • promote a modal shift to more sustainable transport (active transport and public transport)? • support the reduction of GHG emissions within the transport industry towards net-zero? • account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where road drainage may impact on water quality issues? • maximise opportunities to integrate SuDS and GI along transport corridors?

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SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
Land Use, Geology and Soils	• It is important that any future development of the transport network across Gloucestershire does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land or sites designated for their geological value. • Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced.	**SEA11:** To ensure the efficient use of land and that valuable land, soils and geology is protected.	• avoid developing schemes on the region's best and most valuable land? • encourage resource efficiency?
Material Assets	• Materials will be required for any new transport infrastructure, with subsequent waste produced. • There is a continued increase in renewable energy supplies, which needs to be managed efficiently to ensure the capacity requirements are met.	**SEA12:** To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	• encourage resource efficiency and the reduction of waste? • promote opportunities to support a green economy and green energy initiatives? • incorporate renewable energy and upgrade the electric vehicle (EV) charging network? • incorporate resource efficiency and waste management measures?

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3.4. Methodology

Assessment of the Draft LTP

The SEA has sought to identify, describe and evaluate the significant effects of the draft LTP (and reasonable alternatives). Effects are described (where possible) in terms of scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, likely or unlikely, frequent or rare. Where numerical information was not available, the assessment has been based on professional judgement and with reference to relevant legislation, regulations and policy. More specifically, in undertaking the assessment, consideration has been given to:

- baseline information including key issues and opportunities;
- the likely activities and potential sources of effects associated with the construction and operation of transport infrastructure;
- the regulatory framework; and
- the SEA objectives and guide questions (see **Table 3-2**)

It should be noted that, reflecting the final scope and content of the draft LTP, the methodology for the assessment presented in the Scoping Report has been refined. Specifically, the individual components of the draft LTP have been assessed, though the cumulative effects of the draft plan as a whole have still been considered, as anticipated in the Scoping Report. Accordingly, the assessment has considered the following components of the draft plan: Vision Statement, outcomes and objectives; policies; and proposed schemes. The approach to the assessment of each component of the draft LTP is described below.

Vision Statement, outcomes and objectives

The Vision Statement, outcomes and objectives have been tested for their compatibility with the objectives that comprise the SEA Framework (see **Table 3-2**). Compatibility matrices (**Table 3-3)** have been used to record the outcomes of the testing with separate matrices completed for the Vision Statement and outcomes and objectives. **Table 3-4** shows the key for the compatibility matrices.

Table 3-3 Example compatibility matrix

SEA Objective	Vision:	Outcome 1: etc…
SEA1:	+	-

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SEA Objective	Vision:	Outcome 1: etc…
SEA2: etc…	+	?

Table 3-4 – SEA key for the Compatibility Testing

Symbol	Description
+	Compatible
-	Incompatible
?	Uncertain
0	Neutral

The completed compatibility matrices can be found in **Section 4.2**.

Draft policies

The draft LTP policies, grouped by LTP objective, have been assessed against the SEA Framework objectives. A matrix (**Table 3-5**Table 3-5) has been used to capture the assessment of any potential significant effects in a consistent manner, with a score awarded both for each constituent policy and for the cumulative effects of the policies associated with each LTP objective. The assessment matrix provides:

- an assessment commentary that sets out the nature and significance of predicted effects on the current baseline. Any assumptions or uncertainties that underpin the assessment has been identified where necessary;
- a qualitative assessment score for effects identified; and
- commentary on potential mitigation measures that could reduce the significance of any identified negative effects and enhance any positive effects.

The scoring system used in the assessment of the draft LTP policies (and schemes and reasonable alternatives) is set out in **Table 3-6** below.

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Table 3-5 Example Scoring Matrix for Policy Assessment

SEA Objective	Policy 1	Policy 2 Etc…	Cumulative Effect of Draft policies	Commentary
SEA1:	++	-	++/-	Likely Significant Effects … Mitigation … Assumptions … Uncertainties …
SEA2: etc…	--	+/-	+/--	Likely Significant Effects … Mitigation … Assumptions … Uncertainties …

Table 3-6 – Qualitative scoring

Symbol	Effect Significance	Description
++	Significant Positive Effect	The policy/scheme is likely to result in a significant positive effect on this objective.
+	Minor Positive Effect	The policy/scheme is likely to result in a positive effect on this objective.
0	Neutral	The policy/scheme is likely to result in an overall neutral effect on this objective.
-	Minor Negative Effect	The policy/scheme is likely to result in a negative effect on this objective.
--	Significant Negative Effect	The policy/scheme is likely to result in a significant negative effect on this objective.

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Symbol	Effect Significance	Description
?	Uncertain	The effects of the policy/scheme on this objective are uncertain/ there is insufficient information available to permit assessment.
+/-	Mixed effect	The policy/scheme is likely to result in a positive and negative effect (minor or significant) on this objective.

The completed policy assessment matrices are provided in **Appendix B**.

Proposed schemes

The proposed schemes identified in the draft LTP have also been assessed against the objectives that comprise the SEA Framework using a matrix and qualitative scoring similar to that adopted for the assessment of the draft LTP policies.

The draft LTP schemes have been considered collectively due to the number of schemes, the limited available detail for individual schemes (such as location, timescales and material use) and the changing nature of these schemes. As detailed in **Section 2.4**, the LTP is a live document, the potential list of schemes outlined in the schemes list are not exhaustive. Other schemes are likely to emerge before the end of the plan period and be supported through the development and delivery process as appropriate.

Therefore, the assessment of schemes against the SEA Framework objectives has looked at the likely significant effects of the schemes collectively. A matrix (**Table 3-7**) has been used to capture the assessment of any potential significant effects in a consistent manner, with a score awarded both construction and operation effects of the schemes as a whole. The assessment matrix provides:

- an assessment commentary that sets out the nature and significance of predicted effects on the current baseline. Any assumptions or uncertainties that underpin the assessment has been identified where necessary;
- a qualitative assessment score for effects identified; and
- commentary on potential mitigation measures that could reduce the significance of any identified negative effects and enhance any positive effects.

The completed scheme assessment matrix is presented in **Appendix C**.

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Table 3-7 Example Matrix for Schemes Assessment

SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA1: etc…	-	++	**Likely Significant Effects** … **Mitigation** … **Assumptions** … **Uncertainties** …

Assessment of Secondary, Cumulative and Synergistic Effects

The SEA Regulations require that the cumulative effects of a plan or programme are taken into account. This includes the cumulative effects of the individual measures or components interacting with each other within the plan (intra-plan) as well as the cumulative effects of the plan interacting with other plans and programmes (inter-plan).

Taking into account the findings of the assessment of the individual plan components, the cumulative effects of the draft LTP as a whole (intra-plan) have been assessed against the SEA Framework objectives using an appraisal matrix and the scoring system as outlined in **Table 3-6**. The potential for the draft LTP to interact with other plans, programmes and projects (inter-plan) has also been explored. The extent to which these interactions would result in any changes to the likely significant effects identified for the draft LTP as a whole has been highlighted.

Assessment of Reasonable Alternatives

The SEA Regulations require an assessment of the plan, and its reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, only those that are realistic. For the purposes of the SEA process, reasonable alternatives are considered to be different strategic/ plan-level approaches to the delivery of LTP objectives. Individual interventions/ measures/ actions cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.

In line with SEA regulatory requirements, the SEA process has been used to identify, describe and evaluate the likely significant effects of the draft LTP and the identified reasonable alternatives. A comparative assessment of all reasonable alternatives has been carried out against the SEA framework of objectives. A matrix similar to that shown in **Table 3-8** has been used to capture the assessment of any potential significant effects arising from each plan level alternative in a consistent manner; the scoring system used in the assessment of the reasonable alternatives is set out in **Table 3-6**.

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Table 3-8 Example Matrix for the Assessment of Reasonable Alternatives

SEA Topic	BAU Scenario	Scenario 1 – etc…	Description of potential effects
Population	**+/-/?**	**++/-/?**	
Etc…	**+/-/?**	**++/-/?**	

The assessment matrix provides:

- an assessment commentary that sets out the nature and significance of predicted effects on the current baseline. Any assumptions or uncertainties that underpin the assessment and potential mitigation measures will be identified where necessary; and
- a qualitative assessment score for effects identified.

Mitigation and Enhancement

The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment as a result of implementing the draft LTP. Mitigation measures have been identified as part of the assessment of the individual components of the draft LTP and are summarised in **Chapter 7** of this report. **Chapter 7** also includes enhancement measures, which aim to optimise positive effects and enhance sustainability.

3.5. Technical Difficulties

The following technical difficulties and uncertainties have been encountered when undertaking the assessment of the draft LTP:

- the precise location and extent of transport infrastructure development that may come forward under the draft LTP is unknown at this stage;
- the timing and delivery of transport infrastructure development that may come forward under the draft LTP is unknown at this stage;
- the detailed design of development and associated infrastructure (including the volume of carbon, waste arising, materials and workforce requirements) is unknown; and
- future changes to the environmental baseline beyond those outlined in the Scoping Report are difficult to predict in light of the length of the plan period and lifespan of development.

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4. Assessment of the Draft Local Transport Plan

4.1. Introduction

This chapter presents the findings of the assessment of the draft LTP, which has been undertaken in accordance with the methodology described in **Chapter 3**.

An assessment of each component of the draft LTP has been carried out against the SEA Framework and the findings are summarised in the sections below. The full assessment of the draft LTP vision, outcomes and objectives, policies and proposed schemes is presented in this chapter and **Appendix B** and **Appendix C**.

4.2. Assessment of the Draft LTP Vision, Outcomes and Objectives

The draft LTP vision, outcomes and objectives have been tested for their compatibility with the objectives that comprise the SEA Framework to help establish whether there are any incompatibilities and to provide an opportunity for refinement if necessary.

Table 4-1 summarises the findings of the compatibility test of the draft LTP vision and outcomes with the SEA Framework objectives; **Table 4-2** summarises the findings of the compatibility test of the draft LTP objectives.

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Table 4-1 – Compatibility Matrix for the Draft LTP Vision and Outcomes

SEA Objective	**Vision:** A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable	**Outcome 1:** A well connected and prosperous Gloucestershire	**Outcome 2:** A green and healthy Gloucestershire	**Outcome 3:** A Gloucestershire for local communities
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	+	+	+
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	+	+
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	+
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	+
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+	?	+	?

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SEA Objective	**Vision:** A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable	**Outcome 1:** A well connected and prosperous Gloucestershire	**Outcome 2:** A green and healthy Gloucestershire	**Outcome 3:** A Gloucestershire for local communities
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	?	+	?
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	+	?	+	?
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	?	+	?
SEA9: To reduce air and noise pollution from the transport network.	+	+	+	+
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	+	?
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	+	?	+	?

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SEA Objective	**Vision:** A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable	**Outcome 1:** A well connected and prosperous Gloucestershire	**Outcome 2:** A green and healthy Gloucestershire	**Outcome 3:** A Gloucestershire for local communities
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	+	?	+	?

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Table 4-2 – Compatibility Matrix for the Draft LTP Objectives

SEA Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	+	+	+	0	+	+	+	+	+	+	+
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	+	+	+	+	+	+	+	+	+	+
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	+	0	?	0	+	+	+	+	+
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	+	+	0	+	+	+	0	+	0

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SEA Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	?	?	?	0	+	+	0	?	?	0	?	0
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	?	?	?	0	+	?	0	?	?	0	?	0
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	?	?	?	0	+	?	0	?	?	0	?	0
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	?	?	+	0	+	?	0	?	?	0	?	0
SEA9: To reduce air and noise pollution from the transport network.	+	+	+	0	+	+	0	+	+	+	+	+

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SEA Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	+	0	+	+	0	+	+	0	0	+
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	?	?	?	0	?+	0	0	?	?	0	?	0
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	+	+	+	0	+	+	0	?	?	0	?	0

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Broadly, the draft LTP vision, outcomes and objectives are compatible with the SEA objectives; no incompatibles have been identified

The draft LTP vision, outcomes and objectives includes regular reference to improving the inclusivity, capacity and connectivity of the transportation network in Gloucestershire. In this regard, the vision states: "*Our vision is for a better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable."* Compatibility with SEA1 (Population) has, therefore, been identified in respect of the vision and all the outcomes and objectives (excluding objective 5) contained in the draft LTP.

Similarly, the draft LTP includes considerable reference to improving health and wellbeing in Gloucestershire. Outcome 2 *"A green and healthy Gloucestershire"* and objectives such as Objective 8 "*Enabling people to lead active and healthy lives*" deal specifically with this matter, indicating a strong compatibility with SEA2 (Human Health and Wellbeing) through encouraging active travel, improving connectivity to key services and places that benefit health, creating a safer and more accessible transport network and reducing pollution from the transport network.

The draft LTP vision, outcomes and objectives are largely compatible with SEA3 (Economy and Employment), particularly through Outcome 1 "*A well connected and prosperous* Gloucestershire" and supporting objectives such as Objective 1 "*Improving regional transport connections for a wider functional economic area*" and Objective 2 "*A transport system which supports sustainable housing and employment growth*".

The draft LTP vision, outcomes and objectives promote safety on the transport network, with compatibility therefore identified with SEA4 (Community Safety). In particular, this is achieved through Objective 7 "*Making travel safer and more secure*", which demonstrates a focus on reducing transport related deaths and injuries as well as improving security on the transport network to promote feelings of safety.

The relationship between the draft LTP vision, outcomes and objectives and SEA Objectives 5, 6, 7, 8 and 11 (Biodiversity, Landscape and Townscape, Historic Environment, Water Environment and Land Use, Geology and Soils) is more uncertain. The vision seeks to promote sustainable growth and environmental enhancement and this is reflected in Outcome 2 "A green and healthy Gloucestershire" and Objective 5 "Objective 5: High quality natural and built environment".

Compatibility with SEA9 (Air Quality and Noise) has been identified. This reflects the aim to provide more sustainable transport modes including active travel and electric vehicles (EV) which is expected to minimise emissions to air and noise. Objective 5 "*High quality natural and built environment*" specifically seeks to "*to improve air and water quality... and minimise noise pollution"* which further supports compatibility with this SEA objective. Similarly, compatibility with SEA10 (Climate Change and Greenhouse Gases) has also been identified. In this regard, Objective 6 "*Reducing transport carbon emissions and shifting to sustainable transport modes*" directly addresses this issue.

There is limited reference to waste, and material assets in the draft LTP. Therefore, uncertainty has been identified for Outcomes 1 and 2 against SEA12 (Material Assets). However, compatibility has been identified against some objectives that aim to promote the resilience of the transport network and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future. Objectives 5 "*High quality natural and built environment*" also

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seeks to *"and reduce litter and waste associated with the construction and operation of the transport network"*.

Uncertainty is identified against some SEA objectives for Outcome 1 and 3 and several objectives. This is because investment in existing and new transport infrastructure may result in adverse environmental impacts; however, this is dependent on the nature of the specific schemes brought forward and their location. Should incompatibilities arise, these can be resolved if proposals reflect vision and all of the outcomes and objectives. As such, an uncertainty is not necessarily an insurmountable issue but one that may need to be considered in the development of policies and proposals that comprise the LTP.

4.3. Assessment of the Draft LTP Policies

Table 4-3 summarises the findings from the cumulative assessment of the policies under each draft LTP objective. The full assessment of the LTP policies can be found in **Appendix B**.

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Table 4-3 – Summary of the Assessment of the Draft LTP Policies

SEA Objective	Objective 1 Policies	Objective 2 Policies	Objective 3 Policies	Objective 4 Policies	Objective 5 Policies	Objective 6 Policies	Objective 7 Policies	Objective 8 Policies	Objective 9 Policies	Objective 10 Policies	Objective 11 Policies	Objective 12 Policies
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	- / ++	- / ++	- / +	+	+	+	++	++	++	++	++	++
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel	- / ++	- / ++	- / ++	+	++	+	++	++	- / +	+	+	++

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SEA Objective	Objective 1 Policies	Objective 2 Policies	Objective 3 Policies	Objective 4 Policies	Objective 5 Policies	Objective 6 Policies	Objective 7 Policies	Objective 8 Policies	Objective 9 Policies	Objective 10 Policies	Objective 11 Policies	Objective 12 Policies
and encouraging healthy lifestyles.												
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	- / ++	- / ++	- / +	+	+	+	+	+	++	+	+	+
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	+	+	+	++	++	++	+	+	++

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SEA Objective	Objective 1 Policies	Objective 2 Policies	Objective 3 Policies	Objective 4 Policies	Objective 5 Policies	Objective 6 Policies	Objective 7 Policies	Objective 8 Policies	Objective 9 Policies	Objective 10 Policies	Objective 11 Policies	Objective 12 Policies
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	- / +	- / +	- / +	0	++	- / +	0	- / +	- / +	+	+	+
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment	- / +	- / +	- / +	0	++	- / +	0	+	- / +	+	+	+

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SEA Objective	Objective 1 Policies	Objective 2 Policies	Objective 3 Policies	Objective 4 Policies	Objective 5 Policies	Objective 6 Policies	Objective 7 Policies	Objective 8 Policies	Objective 9 Policies	Objective 10 Policies	Objective 11 Policies	Objective 12 Policies
and town centres.												
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	- / +	- / +	- / +	0	++	- / +	0	+	- / +	+	+	+
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water	- / +	- / +	- / +	0	+	+	0	+	- / +	+	+	+

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SEA Objective	Objective 1 Policies	Objective 2 Policies	Objective 3 Policies	Objective 4 Policies	Objective 5 Policies	Objective 6 Policies	Objective 7 Policies	Objective 8 Policies	Objective 9 Policies	Objective 10 Policies	Objective 11 Policies	Objective 12 Policies
quality by reducing levels of pollution from the transport network.												
SEA9: To reduce air and noise pollution from the transport network.	- / +	- / +	+	+	++	- / +	+	++	- / +	+	+	+
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	- / +	- / +	++	+	++	++	+	++	- / +	+	+	+
SEA11: To ensure the efficient use of land and that valuable land,	- / +	- / +	0	0	+	- / +	0	-	-	0	0	0

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SEA Objective	Objective 1 Policies	Objective 2 Policies	Objective 3 Policies	Objective 4 Policies	Objective 5 Policies	Objective 6 Policies	Objective 7 Policies	Objective 8 Policies	Objective 9 Policies	Objective 10 Policies	Objective 11 Policies	Objective 12 Policies
soils and geology is protected.												
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**- / ?**	**-**	**-**	**0**	**+**	**+ / ?**	**0**	**-**	**-**	**0**	**0**	**0**

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Several significant positive effects for the policies have been identified against SEA1 (Population), SEA2 (Human Health and Wellbeing), SEA3 (Economy and Employment) SEA4 (Community Safety), SEA5 (Biodiversity), SEA6 (Landscape and Townscape), SEA7 (Historic Environment), SEA9 (Air Quality and Noise), and SEA10 (Climate Change and Greenhouse Gases). The significant positive effects identified against these SEA objectives principally reflect the focus of the draft LTP policies on improving the transport network for the community and the local economy and reducing negative environmental impacts from the transport network including through a modal shift to more sustainable transport modes. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives. Minor positive effects have also been identified against all SEA objectives for similar reasons.

Minor negative effects have also been identified against SEA Objectives against SEA1 (Population), SEA2 (Human Health and Wellbeing), SEA3 (Economy and Employment), SEA5 (Biodiversity), SEA6 (Landscape and Townscape), SEA7 (Historic Environment), SEA8 (Water Environment), SEA9 (Air Quality and Noise), SEA10 (Climate Change and Greenhouse Gases), SEA11 (Land Use, Geology and Soils), and SEA12 (Material Assets). The minor adverse effects mostly arise from noise and air pollution associated with the construction stage of new and enhanced transport infrastructure that may come forwards under the draft LTP policies, which may impact ecology, heritage assets and waterbodies, as well as related visual impacts and waste generation. In line with national and local planning policies it has been assumed that individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction or operation.

No significant negative effects have been identified against any of the SEA objectives.

Uncertain effects have been identified against SEA12 for Objectives 1 and 6 where the level of construction required to support proposals which may come forward under the policies are not known, but there is potential for these to generate waste. As schemes emerge there may be potential for these to support to minimise levels of waste and re-use existing infrastructure. As such, an uncertainty is not necessarily an insurmountable issue but one that may need to be considered in the development of policies and proposals that comprise the LTP.

4.4. Assessment of the LTP Schemes

Table 4-4 summarises the findings from the assessment of the schemes proposed in the draft LTP. A matrix has been used to capture the assessment of any potential significant effects in a consistent manner, with a score awarded both for each construction and operation of the schemes as a whole The full assessment can be found in **Appendix C**.

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Table 4-4 – LTP Scheme Assessment Summary

SEA Objective	Likely Significant Effects	
	Construction	Operation
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	-	++
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	-	++
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	-/+	++
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	-	+
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	-	-/+
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	-	-/+
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	-	-/+
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	-	-/+
SEA9: To reduce air and noise pollution from the transport network.	-	-/+
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	-	-/+
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	-	-/+
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	-	+

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The assessment of construction effects has identified a minor positive against SEA3 (Economy and Employment). This is due to the likelihood of the delivery of these schemes supporting employment and local supply chains, particularly given the number and scale of proposed schemes. The construction phase of schemes has been assessed as having a minor negative effect against all SEA objectives. This is largely due to construction activity creating disturbance, for example through roadworks and diversions as well as the increased likelihood of air, noise, light, dust, and vibration pollution, which is likely to negatively impact people and the environment. These effects have been assessed as minor due to the temporary nature of construction effects, and likely mitigation measures that will be used to prevent significant effects.

The operation phase has been assessed as having significant positive effects against SEA1 (Population), SEA2 (Human Health and Wellbeing) and SEA3 (Economy and Employment). This is due to the delivery of schemes increasing the capacity of the active travel network, creating more opportunities for physical activity as well as improved access to local services, education and employment. Minor positive effects have been identified against all other objectives, this is largely due to operation of schemes increasing accessibility to active and sustainable transport, therefore reducing reliance on private vehicle use and traffic, which has associated reductions in pollution. The design of schemes may also reduce polluted runoff reaching the environment through filtration using SuDS and green infrastructure. Minor negative effects have been identified against SEA 5 (Biodiversity), SEA6 (Landscape and Townscape), SEA7 (Historic Environment), SEA 8 (Water Environment), SEA9 (Air Quality and Noise), SEA10 (Climate Change and Greenhouse Gases) and SEA11 (Land Use, Geology and Soils). This is primarily due to potential pollution associated with the operation of transport schemes, including increased air, noise, vibration, and light pollution. Some infrastructure improvements could affect the setting, character or significance of heritage assets (in a positive or negative way), however the extent of this is dependent on proximity to sensitive receptors.

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5. Cumulative Effects

5.1. Introduction

The SEA Regulations require that the cumulative effects of the draft LTP are considered when identifying likely significant effects. This includes the cumulative effects of the vision, outcomes, objectives, policies and schemes comprising the draft LTP (intra-plan), and the effects of the draft LTP in-combination with other plans and programmes (inter-plan).

5.2. Intra-plan Cumulative effects

Intra-plan cumulative effects can arise when:

- Several individual plan elements have a combined effect on an SEA objective; or
- Several individual plan elements have insignificant effects individually but when combined, lead to significant effects.

Table 5-1 below provides a summary of the cumulative effects of the draft LTP as a whole on the objectives that comprise the SEA Framework.

Table 5-1 Intra Plan Cumulative effects

SEA Objective	Cumulative Effects
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	++
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+/-

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SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	**+/-**
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	**+/-**
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	**+/-**
SEA9: To reduce air and noise pollution from the transport network.	**+/-**
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	**+/-**
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**+/-**
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**+/-**

Assessment of the intra-plan cumulative effects identified significant positive cumulative effects against the SEA1 (Population) and SEA2 (Human Health and Wellbeing). Minor positive effects were identified for SEA3 (Economy and Employment) and SEA4 (Community Safety). The significant and minor positive effects identified relates to likely benefits from improving the connectivity and accessibility of the transport network, promoting a modal shift to more sustainable transport modes, and reducing negative environmental impacts.

No significant negative cumulative effects have been identified against any of the SEA objectives. The potential for mixed minor negative effects and minor positive cumulative effects has been identified for SEA5 (Biodiversity), SEA6 (Landscape and Townscape), SEA7 (Historic Environment), SEA8 (Water Environment), SEA9 (Air Quality and Noise), SEA10 (Climate Change and Greenhouse Gases), SEA11 (Land Use, Geology and Soils) and SEA12 (Materials Assets). Minor positive effects have been identified due to the draft LTP being likely to improve the transport network and reduce negative environmental impacts from the transport network through reduced pollution during operation. Minor adverse effects mostly derive from noise and air pollution associated with the construction stage of new and enhanced transport infrastructure that may come forwards under the draft LTP. In line with national and local planning policies it has been assumed that individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary

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approach, the potential for a minor negative effect has been identified against a number of the SEA objectives.

5.3. Inter-plan Cumulative Effects

Table 5-2 identifies the types of plans, programmes and projects that could result in interactions and therefore cumulative effects with the draft LTP.

Table 5-2 – Sources of Inter-Plan Cumulative Effects

Summary of Plans
Regional and Sub-Regional
Western Gateway Strategic Transport Plan 2024-2050[8] This Strategy sets out the strategic transport priority for the West of England sub-region. The plan covers Gloucestershire, Wiltshire, Dorset, North Somerset and Bath and North East Somerset. The plan's vision is "*A resilient transport network that works for everyone and is fit for the future, helping people and businesses throughout the Western Gateway to thrive while protecting our environment.*" Key themes are: ▪ Sustainable growth and economy ▪ Decarbonisation and air quality ▪ Access to services and opportunities ▪ Facilitating strategic north-south movement ▪ Movement of goods
Joint Transport Local Transport Plan 2020-2036[9] This plan has been published by Transport for the West of England. It covers Bath and North East Somerset, Bristol City Council, North Somerset, South Gloucester Council. To ensure continued success for the region, five objectives are identified in the Plan: ▪ Take action against climate change and address poor air quality; ▪ Support sustainable and inclusive economic growth; ▪ Enable equality and improve accessibility; ▪ Contribute to better health, wellbeing, safety and security; and ▪ Create better places
County
Local Plans Local planning authorities within England are required to prepare a Local Plan to guide decision-making on future development proposals. Plans seek to identify the needs and opportunities of the area; identifying the scale and location of growth to be delivered across their respective administrative area. In Gloucestershire, Local Plans are produced by the local councils. Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council are currently developing a Strategic and Local Plan (SLP) which will supersede the current Joint Core Strategy 2011 – 2031. The Cotswold District Council, Stroud District Council and The Forest of Dean District councils produce separate Local Plans.
Gloucestershire Minerals Local Plan 2018-2032[10]

[8] Western Gateway (2024) Western Gateway Strategic Transport Plan 2024-2050 [Accessed 25.08.26]
[9] Travel West (2020) Joint Local Transport Plan 4 2020-2036. [Accessed 25.08.26]
[10] Gloucestershire County Council, 2020, *Minerals Local Plan for Gloucestershire*. [accessed 25.08.26]

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Summary of Plans
This plan provides a comprehensive local policy framework that underpins the provision of minerals and guides decisions on planning applications for mineral developments.
Gloucestershire Joint Health and Wellbeing Strategy 2019 – 2030[11] The Health and Wellbeing Strategy sets out council's vision and strategic priorities for improving health and wellbeing outcomes and reducing inequalities. The council's vision is to say that: 'Gloucestershire is a place where everyone can live well, be healthy and thrive' The Strategy identifies seven priorities. These are: • Physical activity • Adverse childhood experiences (ACEs) and resilience • Mental wellbeing • Social isolation and loneliness • Healthy lifestyles • Best start in life • Housing
Active Gloucestershire Strategy 2026-2030[12] In this strategy, Active Gloucestershire sets out its vision to improve activity and reduce inequities in sport and physical activity. It sets out a vision of "Everyone in Gloucestershire living healthy and happy lives". The strategy goes on to set out six priorities to achieve Active Gloucestershire's vision. These are: • Tackling inequalities • Health, happy young people • Ageing well • Inclusive activity for all • Active environments and places • Learning and adapting
Gloucestershire's Economic Strategy 2024 – 2034[13] Gloucestershire's Economic Strategy 2024 – 2034 sets out the council's vision up to 2050 and its key strategic priorities for the next ten years. The strategy aims to achieve a greener and inclusive economic growth that delivers a stronger and more sustainable economy. The key strategic priorities set out in the strategy are: • Sustainable growth; • Inward Investment; • Employment and skills; and • Business Innovation and Support.
Gloucestershire Air Quality and Health Strategy[14] The Gloucestershire Air Quality and Health strategy describes the strategic approach in Gloucestershire to improving air quality and mitigating its impact on health as it relates to nitrogen oxides and particular matter. The key aims of the strategy are: • Bring about a significant and measurable improvement to air quality in Gloucestershire through joined-up working to implement cost-effective measures; • Reduce the impact of poor air quality on the health of residents, workers and visitors, and the environment;

[11] Gloucestershire County Council, 2019, Gloucestershire Joint Health and Wellbeing Strategy [accessed 15.09.26]
[12] Active Gloucestershire, 2026, Active Gloucestershire, Strategy [accessed 15.09.26]
[13] Gloucestershire County Council, 2024, Gloucestershire's Economic Strategy (2024-2034) [accessed 15.09.26]
[14] Gloucestershire Air Quality and Health Partnership, no date, Gloucestershire Air Quality and Health Strategy [accessed 15.09.26]

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Summary of Plans
• Raise public awareness of air quality, its impact on health and personal protection measures in order to promote sustainable behaviour change; • Increase our understanding of the state of air quality in Gloucestershire and the impact of measures to improve air quality; and • Meet and exceed statutory obligations and national targets on air quality.
Gloucestershire Local Nature Recovery Strategy[15] This Strategy establishes a spatial strategy to guide the best opportunities for nature recovery across Gloucestershire. The Strategy has six key messages: ▪ Safeguarding, managing and enhancing existing biodiversity-rich sites. ▪ Landscape scale connectivity – Better, bigger, more and more joined. ▪ Climate emergency. ▪ Our relationship with water. ▪ The value of mixed and wilder habitats. ▪ Biodiversity in our developments and settlements.
Rights Of Way Improvement Plan 2011 – 2026[16] The Countryside and Rights of Way Act (2000) requires that each highway authority produces a Rights of Way Improvement Plan (RoWIP). These plans have a 10-year life span and are intended to be a mechanism for improving the local network of Public Rights of Way for all users – walkers, cyclists, horse-riders, horse and carriage drivers, vehicular users and those with mobility problems. This plan aims to create accessible Public Rights of Way and greenspaces in Gloucestershire that provide opportunities for openair recreation and enjoyment of the area, and which supports wider interests including sustainable transport, the local economy, tourism, and health and wellbeing benefits.
Water Resource Management Plans (WRMP24)
Water Resources Management Plans (WRMPs) are statutory documents that are required to be produced by water companies at least once every five years. WRMPs set out how a company will ensure that a secure supply of water is maintained for businesses and homes, while protecting the natural environment. Severn Trent Water's WRMP is most likely to interact with the Gloucestershire LTP.
Nationally Significant Infrastructure Projects (NSIPs)[17]
At the time of writing, 14 NSIPs in the South West region were at various stages; three at pre-application, one at examination, nine at decided, and one at withdrawn. The projects, their respective developers, and their status at the time of writing are outlined below: ▪ A30 Chiverton to Carland Cross Scheme - Highways England - Decided ▪ A30 Temple to Higher Carblake Improvement - Cornwall Council - Decided ▪ A303 Sparkford to Ilchester Dualling - Highways England - Decided ▪ A303 Stonehenge - Highways England - Decided ▪ A417 Missing Link - Highways England - Decided ▪ Hinkley Point C Connection - National Grid - Decided

[15] Gloucestershire County Council, 2026, *Gloucestershire Local Nature Recovery Strategy*. [accessed 25.08.26]
[16] Gloucestershire County Council, 2011, *Rights Of Way Improvement Plan*. Available online at: https://www.gloucestershire.gov.uk/media/zwpppu3l/rowip_2011_to_2026-45038.pdf [accessed 02.09.26]
[17] Planning Inspectorate (2026) *Projects*. Available online at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/project-search?region=south_west [Accessed 01.09.26]

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Summary of Plans

- Hinkley Point C Connection Project Material Change - National Grid Electricity Transmission (NGET) Plc - Pre-application
- Hinkley Point C New Nuclear Power Station - NNB Generation Company Limited - Decided
- Hinkley Point C New Nuclear Power Station Material Change 1 - NNB Generation Company (HPC) Limited - Pre-application
- Lime Down Solar Project - Lime Down Solar Park Limited - Examination
- M5 Junction 10 Improvements Scheme - Gloucestershire County Council - Decided
- Portishead Branch Line - MetroWest Phase 1 - North Somerset Council - Decided
- The Trelavour Lithium Project - Cornish Lithium G5 Limited - Pre-application
- Xlinks Morocco-UK Power Project - Xlinks 1 Limited - Withdrawn

Table 5-3 presents an assessment the likely significant effects of the identified plans, programmes and projects, in-combination with the draft LTP, on each of the SEA objectives.

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Table 5-3 – Assessment of inter-plan cumulative effects

SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++/-	Proposals in the draft LTP and other plans and programmes, such as the Local Plans prepared by the local councils within Gloucestershire, have the potential to interact and have cumulative effects on the inclusivity, capacity and connectivity of the transport network. It is possible that the development of proposals within the LTP and other plans such as Gloucestershire's Economic strategy, Local plans and NSIPs, could cause disruption and result in the transport network being less accessible and having less connectivity during the construction phase. However these effects are likely to be temporary. In line with national and local planning policy, it is assumed that there will be suitable mitigation available to address any negative interactions between the draft LTP and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. Enhanced access to sustainable transport modes and active travel routes included in the delivery of the LTP and other plans such as the Joint Transport Local Transport Plan, Gloucestershire Joint Health and Wellbeing Strategy and Active Gloucestershire Strategy is likely to have a positive cumulative effect the population, including different genders, age groups and ethnicities. Draft LTP Objective 2 'A transport system which supports sustainable housing and employment growth', Objective 11 'Ensuring transport is accessible and inclusive for everyone' and Objective 12 'Local transport that reflects community needs' aligns with Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy 2011 – 2031, and neighbouring local plans (Cotswold District Council, Stroud District Council and The Forest of Dean District)'s key priorities for healthy and equitable communities by improving accessibility. This alignment of key objectives and priorities across multiple plans has the potential to result in a significant positive effect if plans are delivered in coordination with each other.
SEA2: To protect and enhance both physical and	++/-	There is potential for interactions between the draft LTP and other plans, especially those involving new or improved infrastructure, to result in travel disruption and increased air and

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.		noise pollution during construction, which may have a negative effect on human health and wellbeing. However, these effects are likely to be temporary. In line with national and local planning policy, it is assumed that there is suitable mitigation available to address any negative interactions between the draft LTP and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. Many of the proposals in the LTP promote active travel which is likely to have positive effects on physical and mental health. Other plans such as Joint Transport Local Transport Plan, Gloucestershire Joint Health and Wellbeing Strategy, and the Active Gloucestershire Strategy are likely to contribute to improvements in the quality, availability and accessibility of active travel. If these plans are delivered in coordination a significant positive effect is likely. Policies in the LTP are likely to have positive cumulative effects with plans such as Gloucestershire Joint Health and Wellbeing Strategy, and the Active Gloucestershire Strategy due to shared aims to enhance access to green infrastructure and greenspace could have positive effect on mental health. Draft LTP Objective 8 'Enabling people to lead active and healthy lives' is aligned with Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Health and Environmental Quality' which aims to ensure that development does not have any unacceptable impacts on human health. This alignment of key objectives and priorities has the potential to result in a significant positive effect if plans are delivered in coordination with each other.
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	**++/-**	The draft LTP has the potential to interact with the other plans to have both negative and positive cumulative effects on connectivity across Gloucestershire. There is potential for temporary negative cumulative effects during the construction phase of proposals, if multiple developments take place in close proximity to each other, with overlapping construction periods. Which could result in disruption, delays for commuters, as well as deliveries and freight diversions, and therefore have a minor negative effect on key sectors and economic success. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and timing of developments. Over the longer term, improvements to local

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
		infrastructure should have a positive impact on the economy and access employment as sustainable transport improves. Draft LTP Objective 1 'Improving regional transport connections to support a wider functional economic area' and Objective 2 'A transport system which supports sustainable housing and employment growth' are aligned with Western Gateway's Strategic Transport Plan's strategic theme of 'Sustainable growth and economy' and Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Employment – Except Retail Development' as well as Gloucestershire's Economic Strategy. This alignment of key objectives and priorities has the potential to result in a significant positive effect if plans are delivered in coordination with each other.
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	**++/-**	There is potential for interactions between the draft LTP and other plans, especially those involving new or improved infrastructure, to result in temporary, negative cumulative effects on safety during construction if multiple developments take place in close proximity to each other, with overlapping construction periods. Increased construction traffic and congestion and diversions in a concentrated area could increase the risk of accidents on the road network. Cumulative positive effects could also be seen, with proposals in the draft LTP and other plans such as the Joint Transport Local Transport Plan and Active Gloucestershire Strategy, contributing to a more reliable transport network and increasing the use of active travel routes and sustainable transport. This could improve safety on active transport routes and reduce the number of private cars on the road and associated road traffic accidents. Draft LTP Objective 7 'Making travel safer and more secure' is aligned with Western Gateway's Strategic Transport Plan's Theme 3: Access to services and opportunities, which aims to improve access to and safety on all modes of transport for vulnerable and disabled travellers and reduce the number of people killed or seriously injured on our roads. This is

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
		also supported by the Joint Transport Local Transport Plans objective to 'Contribute to better health, wellbeing, safety and security'. This alignment of key objectives and priorities has the potential to result in significant positive effects if plans are delivered in coordination with each other.
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+/-	Proposals in the draft LTP and other plans have the potential to interact and have negative cumulative effects on biodiversity, particularly if they are constructed in close proximity, at the same time and with similar pathways for impacts, such as disturbance and pollution to travel to the same receptor. In line with national and local planning policy, it is assumed that there is suitable mitigation available to address negative interactions between the draft LTP and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. National policy also requires new developments in England to deliver a minimum 10% BNG, and as a result, it is considered that significant residual, negative, cumulative effects are unlikely. Draft LTP Objective 5 'High quality natural and built environment' is likely to have positive cumulative effects alongside the Gloucestershire Local Nature Recovery Strategy with aims to safeguard habitats and improve habitat connectivity. The draft LTP Objective 6 'Reducing carbon emissions and shifting to sustainable transport mode' is aligned with Western Gateway's Strategic Transport Plan's Theme 2: Decarbonisation and air quality, and Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Biodiversity and Geodiversity', which aims to ensure that individual assets and the quality of the natural environment in the future is planned, protected and enhanced at a strategic scale. The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other.
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual	+/-	Proposals in the draft LTP and other plans have the potential to interact and have cumulative negative effects on landscape, and townscape, if multiple developments were to take place in close proximity, with overlapping construction periods. However, national and local planning policies require proposals for development to protect and enhance the landscape, and

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
importance, including the rural environment and town centres.		townscape. As a result, it is considered that significant negative cumulative effects are unlikely. Draft LTP Objective 5 'High quality natural and built environment' is likely to have positive cumulative effects alongside the Gloucestershire Local Nature Recovery Strategy aim to improve landscape scale connectivity. Similarly, policies within the local plans for Gloucestershire and the Joint Transport Local Transport Plan look to deliver a cohesive built environment and improve town centres and 'Create better places' which aligns with the LTP. There is potential for cumulative positive effects, if appropriate design is utilised to improve the setting of, and access to green space, townscapes, and designated landscapes. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	**+/-**	Proposals in the draft LTP and other plans have the potential to interact and have cumulative effects on the historic environment, particularly if developments are constructed at the same time and within the setting of the same heritage asset (designated or non-designated). However, in line with national and local planning policy any proposal would be required to conserve and enhance the historic environment, including designated and non-designated heritage assets. As a result, it is considered that significant negative cumulative effects are unlikely. There is also potential for positive cumulative effects to arise as improvements to the transport network could reduce the number of vehicles on the roads and also improve and encourage sustainable access to heritage assets. Draft LTP Outcome 2: A green and healthy Gloucestershire is aligned with the Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Historic Environment'.

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
		Draft LTP Objective 5 'High quality natural and built environment' is likely to have positive cumulative effects alongside, policies within the local plans for Gloucestershire and the Joint Transport Local Transport Plan which look to protect the historic environment, and its setting. The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	**+/-/?**	The draft LTP has the potential to interact with development proposed through other plans and leading to both negative and positive cumulative effects on the resilience of the water environment and water quality. There is potential for negative cumulative effects on water quality if multiple developments were to take place in close proximity or hydrologically connected to one another. Increased construction activity associated with multiple sites could lead to increased risk of pollution and negative effects on water quality through waste, dust, and runoff from construction sites. This could negatively impact both surface water and groundwater. However, national and local planning policies, require that any new development will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate. Resilience to flood risk is considered in Policy 15 of the LTP 'Creating a resilient transport network'. Other plans such as the Joint Transport Local Transport Plan and Gloucestershire Local Nature Recovery Strategy also consider the importance of building in resilience, particularly with the increasingly severe weather due to climate change. These policies could lead to a cumulative positive effect for flood resilience. Policies in the LTP that aim to reduce pollution from the transport network such as Objective 5 'High quality natural and built environment' is likely to have positive cumulative effects alongside other plans such as, Local Plans, Gloucestershire Air Quality and Health Strategy, and Gloucestershire's Local Nature Recovery Strategy. There may also be positive

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
		cumulative effects on water quality, as a result of traffic reductions, and reducing pollution load in runoff over the longer term. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
SEA9: To reduce air and noise pollution from the transport network.	++/-	If the construction of multiple developments take place in close proximity to one another, there is the potential for temporary negative cumulative effects as a result of increased noise pollution, dust and particulate matter as well as traffic during construction, which could negatively impact air quality. The appropriate phasing of development would help to avoid the potential for cumulative negative effects during the construction phase. In line with national and local planning policies, it can also be assumed that the negative impacts as a result of construction would be mitigated to ensure that there are no residual significant effects. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is line with other plans including the Western Gateway's Strategic Transport Plan's Theme 2: Decarbonisation and air quality, and Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Health and Environmental Quality' and Neighbourhood plans that seek to deliver sustainable development with good access to homes, employment opportunities and facilities by sustainable transport modes. This could result in a minor positive cumulative effect on air quality through a reduction in traffic emissions during operation. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private cars for journeys. The alignment of the LTP's Objective 5 'High quality natural and built environment' and Western Gateway's Strategic Transport Plan's 'Theme 2: Decarbonisation and air quality' could support a cumulative positive effect in reducing noise pollution if the plans are implemented cohesively, through a reduction in traffic-related noise pollution. Ultimately, the nature and

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
		significance of effects will be dependent on the precise location, scale and design of development and implementation of policies at the project level.
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	**+/-**	The draft LTP has the potential to interact with the other plans to have both negative and positive cumulative effects on climate change. There is potential for temporary negative cumulative effects during the construction phase. This could result in increased greenhouse gas emissions from increased traffic and embodied carbon. However, in line with national and local planning policy, it is assumed that any proposals will be required to provide appropriate mitigation to ensure that construction related activities do not result in a residual significant effect. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. Such as the draft LTP's Objective 6 'Reducing carbon emissions and shifting to sustainable transport modes' is in line with other plans including the Western Gateway's Strategic Transport Plan's Theme 2: Decarbonisation and air quality, and Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Health and Environmental Quality'. This could result in a minor positive cumulative effect on climate change through a reduction in traffic related greenhouse gas emissions. Overall, it is considered that there is the potential for a minor long-term positive cumulative effect.
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**-/?**	The delivery of development set out in the draft LTP and other plans will require the need for temporary and permanent land take, earthworks, excavation and soil handling, which could result in soil disturbance, compaction, erosion and the generation of surplus materials or damage to geological assets. In line with national and local planning policy, it is assumed that any proposals would seek to encourage the efficient use of land and protect valuable land, soils and geology. However, the cumulative effect of multiple plans proposing development, including Western Gateway's Strategic Transport Plan's and Local Plans is likely to result in a minor negative due to the delivery of a large portfolio of schemes that are likely to require some permanent

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SEA Objective	Effect significance	Description of potential Inter-plan cumulative effects
		land take across the county. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development, the implementation of policies and schemes across the plans and if plans are delivered in coordination with each other.
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**+/-**	In the short-term, the delivery of development set out in the draft LTP and other plans will require the need for resources during construction. However, in line with national and local planning policy, it is assumed that any proposals would seek to encourage the efficient and appropriate use of resources, including the use of secondary or recycled resources, where appropriate. There is potential for positive cumulative effects with policies within the draft LTP and other neighbouring plans, such as Cheltenham Borough Council, Gloucester City Council, and Tewksbury Council Joint Core Strategy's sustainable development policy 'Sustainable Design and Construction', that seek to utilise recycled and recyclable materials, contributing to a circular economy and meeting net zero targets. It is assumed that the options will all seek the efficient use of land, utilising brownfield land where available, in line with national planning policies.

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The assessment of the cumulative effects of the draft LTP in-combination with other plans and programmes has identified that there is the potential for positive cumulative effects associated with the delivery of a more reliable and sustainable transport network and increased active transport when considered in the context of the promotion of sustainable development in other plans. In this regard, significant positive effects have been identified in respect of those SEA objectives relating to Population, Human Health and Wellbeing, the Economy and Employment, Community Safety, and Air Quality and Noise.

In the short-term, the delivery of proposals set out in the draft LTP and in other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and schemes are in close proximity. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise impacts such that significant adverse effects are unlikely.

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6. Assessment of Reasonable Alternatives

6.1. Introduction

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

6.2. Identifying reasonable alternatives

As stated above, for any alternatives to be reasonable, they need to meet the objectives of the plan, which are set out in **Chapter 2**. Individual schemes cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.

Five reasonable alternatives to the 'Vision scenario' (preferred approach) presented in the draft LTP have been identified and assessed, in line with the requirements of the SEA Regulations. These are:

- Business as Usual (BAU) Scenario
- Scenario 1 – Delivering wellbeing
- Scenario 2 – Economic growth
- Scenario 3 – Environmental focus
- Scenario 4 – Overlapping challenges

Table 6-1 provides a summary of the reasonable alternatives to the draft LTP. These are presented by outcome, to demonstrate the differences between the scenarios. The vision scenario is the preferred approach that comprises the draft LTP.

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Table 6-1 – Reasonable Alternatives for the Draft LTP

Scenario	Outcome 1: A well connected and prosperous Gloucestershire	Outcome 2: A green and healthy Gloucestershire	Outcome 3: A Gloucestershire which supports local communities
BAU Scenario	Existing levels of priority given to economy focused transport outcomes.	Existing levels of priority given to environment focused transport outcomes.	Existing levels of priority given to society focused transport outcomes.
Scenario 1 – Delivering wellbeing	Highest priority given to integrating transport, land use and economic policy; supporting new development; connecting people to their needs locally; improving maintenance and resilience; and making sustainable travel more affordable.	Highest priority given to delivering a high-quality built environment and improving the natural environment and biodiversity.	Highest priority given to making travel more active, equal and inclusive, safe and secure.
Scenario 2 – Economic growth	Highest priority given to supporting the movement of goods; integrating transport, land use and economic policy; supporting new development; making better digital connections; and improving journey times and reliability.	Moderate priority given to delivering a high-quality built environment.	Moderate priority given to making travel more active, making travel behaviour more sustainable, and making travel more equal and inclusive.
Scenario 3 – Environmental focus	Highest priority given to integrating transport, land use and economic policy and connecting people to their needs locally.	Highest priority given to decarbonising transport, reducing pollution, delivering a high-quality built environment, and improving the natural environment and biodiversity.	Highest priority given to making travel more active and making travel behaviour more sustainable.
Scenario 4 – Overlapping challenges	Highest priority given to supporting new development.	No environmental outcomes are given high or moderate priority; the priority given to the natural environment and biodiversity is	Moderate priority given to making travel behaviour more sustainable and making travel more equal and inclusive.

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Scenario	Outcome 1: A well connected and prosperous Gloucestershire	Outcome 2: A green and healthy Gloucestershire	Outcome 3: A Gloucestershire which supports local communities
		maintained, while the other outcomes are given lower priority.	
Vision scenario	Highest priority given to integrating transport, land use and economic policy; connecting people to their needs locally; improving digital connectivity; and improving journey times and reliability. Moderate priority given to **delivering a better and more efficient travel experience; making travellers more informed;** supporting new development; connecting people and organisations strategically; and improving maintenance and resilience; and making sustainable travel more affordable	Highest priority given to delivering a high-quality built environment and improving the natural environment and biodiversity. Moderate priority given to decarbonising transport and reducing pollution.	Highest priority given to making travel more active and making travel behaviour more sustainable. Moderate priority given to making travel more equal and inclusive; **and** making travel safer and more secure.

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6.3. Assessment of reasonable alternatives

Table 6-2 below sets out the findings of the assessment of the reasonable alternatives identified against the objectives that comprises the SEA Framework. The vision scenario is the preferred approach that comprises the draft LTP and is included for comparative purposes.

Table 6-2 – Assessment of Reasonable Alternatives

SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+/-	++/-	+/-	++/-	+/-	++	All six of the scenarios could, at varying scales, result in the delivery of new infrastructure. At this stage the precise scale and location of proposed infrastructure development is unknown. In the short-term, the construction phase of such schemes may negatively impact access to the transport network for some demographics, as works may result in reduced connectivity due to temporary diversions, and increased traffic. As the BAU Scenario represents existing levels of priority to delivering economic, environmental, social, and transport outcomes, the other options are likely to result in the delivery of more infrastructure and therefore are likely to have negative effects of greater magnitude. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. It is also assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible. Therefore, a minor negative effect has been identified for all options.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							To varying extents all scenarios are likely to increase the inclusivity, capacity and connectivity of the transportation network Scenario 1 is likely to have a positive effect as the Delivering Wellbeing Approach would give the highest priority to removing barriers to transport networks and improving infrastructure and safety to ensure that all members of the community feel safe and supported when accessing the transport network or using it to access other services. Therefore, a significant positive effect has been identified for Scenario 1. Scenario 2 and Scenario 4 would deliver improvements to the transport network, with a focus on supporting new developments and lesser consideration of active travel and accessible transport network infrastructure; however, the delivery of connectivity improvements for individuals, such as improvements to the active and sustainable travel network under these options would be a moderate priority, therefore a minor positive effect has been identified for these scenarios. Scenario 3 would result in significant positive change to the accessibility of the transport network, due to the high priority "to integrating transport, … and connecting people to their needs locally" and "making travel more active and making travel behaviour more sustainable". A significant positive effect has therefore been identified for Scenario 3.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							Scenarios 1 and 3 are likely to have significant positive effects by improving connectivity and with increased focus active and sustainable transport options, which is similar to the vision scenario.
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+/-	++/-	+/-	++/-	+/-	++	All six of the options could, at varying scales, result in the delivery of new infrastructure. At this stage the precise scale and location of proposed infrastructure developments and improvement is unknown. In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on human health, through increased pollution or travel disruption. As the BAU Scenario represents existing levels of priority to delivering economic, environmental, social, and transport outcomes, the other options are likely to result in the delivery of more infrastructure and therefore are likely to have negative effects of greater magnitude. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. It is also assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise pollution and disruption and provide enhancements where possible. Therefore, a minor negative effect has been identified for all options. The BAU scenario represents existing levels of priority to delivering economic, environmental, social, and transport outcomes and would therefore see some improvements to active

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							transport and access to sustainable transport, there may also be a reduction in air pollution impacts on human health through national initiative to reduce vehicle pollution. However, these improvements would not be significant and, therefore, a minor positive effect has been identified. Scenario 2 and Scenario 4 include moderate measures towards achieving better sustainable transport accessibility and active transport. Scenario 2 also includes moderate priority "to making travel more active, making travel behaviour more sustainable" and to achieve a high-quality built environment, which may have moderate impacts on peoples mental and physical health. Scenario 4 does not promote active travel and gives moderate priority to "making travel behaviour more sustainable" and is therefore unlikely to have significant positive effects for peoples health and wellbeing. Due to the inclusion of moderate priority for sustainable and active travel measures Scenario 2 and Scenario 4 are assessed a having a minor positive effect on this SEA objective. Scenario 1 sets a high priority to deliver measures that create high-quality built environments, improved connectivity to local needs, as well as active travel sustainable transport. An improved natural environment, high-quality built environments, and safe, sustainable access to transport would bring significant benefits to peoples health and wellbeing and, therefore, a significant positive effect has been identified for this option.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							Scenario 3 sets a high priority in respect of reducing transport related pollution, delivering a high-quality built environment, improving the natural environment and improving active travel and making transport behaviour more sustainable. This would likely have a significant positive impact on peoples mental and physical health. Therefore, Scenario 3 has been assessed as having a significant positive effect on this objective. Scenarios 1 and 3 are likely to have significant positive effects by reducing pollution from the transport network, and increasing focus active and sustainable transport options, which is similar to the vision scenario.
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	**+/-**	**+/-**	**++/-**	**+/-**	**+/-**	**+**	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In the short-term, during construction, the delivery of new or enhanced infrastructure could result in disruption to the transport network and negatively affect access to employment and movement for deliveries and freight. This is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and increase sustainable business travel. The BAU Scenario represents existing levels of priority to economic outcomes and would therefore see some benefits, resulting in a minor positive effect on this objective.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							Scenario 1 presents a focus on people and wellbeing and includes high priority to "integrating transport, land use and economic policy; supporting new development" this scenario is likely to improve the connection between people and their needs locally, including employment and education and make sustainable travel more affordable. This is likely to result in benefits to the local economy and, therefore, Scenario 1 been assessed as resulting in a minor positive effect on this objective. Scenario 2 presents high priority to the movement of goods, the integration of transport, land use and economic policy, new developments, better digital connection, and improved journey times and reliability. These measures, particularly the improvement of journey times and the support of the movement of goods, are likely to have significant positive impacts on the local economy and employment. In consequence, Scenario 2 has been assessed as having a significant positive effect. Scenarios 3 and 4 provide limited priority for economic growth or improvements to employment and education access. Scenario 3 aims to integrate transport, land use and economic policy and improve the connection between people and their needs locally. Scenario 4 meanwhile, gives a high priority to supporting new development. Both scenarios would provide benefits by providing greater connectivity, however limited focus is given to supporting key sectors and the economy. Therefore, minor positive effects have been identified for Scenarios 3 and 4. However, it should be

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							noted that the positive effects generated by these scenarios would be of a greater degree than that of the BAU scenario.
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	++	+	+	+	+	All six of the options could, at varying scales, result in an increase in investment in public, shared and active transport. The options are also likely to contribute to a reduction of traffic on the roads. Therefore, all options are likely to improve community safety, at different scales, depending on the level of improvements proposed. Scenario 1 is likely to result in a positive effect of greater significance for community safety due to it proposing a high priority towards "making travel more active, equal and inclusive, safe and secure." This is likely to include projects focused on community safety such as safe crossings and reducing overall traffic on the road. Scenario 1 has therefore been assessed as having a significant positive effect on community safety. Comparatively the vision scenario gives moderate priority to "making travel safer and more secure" therefore a minor positive has been identified. The remaining scenarios give no more additional priority to improving community safety in relation to transport than the existing level (the BAU Scenario) which would see benefits such as reduced traffic levels. Therefore, the remaining scenarios have been assessed as having a minor positive effect on this SEA objective.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							All scenarios have been assessed with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+/-	+/-	+/-	+/-	+/-	+/-	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. There are a number of sensitive receptors in the county including Sites of Special Scientific Interest (SSSI) and Local Nature Reserves, that have the potential to be affected negatively by disturbance from transport proposals. In line with national and local planning policies, it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. As a result, it is considered unlikely that the proposed options would result in a residual significant negative effect during construction or operation. In the short-term, increased infrastructure development could result in increased levels of disturbance and pollution during the construction phase; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant. The BAU scenario and Scenario 3 are likely to result in the delivery of less infrastructure and therefore likely to have fewer negative associated effects of than other scenarios. The BAU Scenario does not propose giving additional priority to environmental outcomes than the existing level. Therefore, some benefits to biodiversity and the natural environment will be seen,

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							through existing policies, however it is unlikely significant benefits to habitats, species and ecosystems will be delivered. Scenario 1 and Scenario 3 propose high priority to deliver both a high-quality built environment and improve the natural environment and biodiversity. Furthermore, they propose high priority to improve active travel, increasing connectivity to local needs, and improving access to sustainable transport which is likely to decrease the number of cars on the road and in turn reduce disturbance and pollution from the transport network. Conversely, enhanced and/ or additional walking and cycling routes could result in increased physical disturbance if they pass through or improve access to sensitive receptors. Overall, the measures proposed by Scenarios 1 and 3 are assessed as having a minor positive effect on this SEA objective. However, it should be noted this positive effect would likely be greater than the other scenarios. Scenario 2 proposes a moderate priority in respect of increasing active travel and delivering a high-quality built environment which could see some benefits for habitats, species and ecosystems through reduced pollution and disturbance from the transport network. This option is therefore assessed as having a minor positive effect on this SEA objective. Scenario 2 also presents measures that could require more significant amounts of infrastructure in order to support new development, improve journey times, and support the movement of goods. These

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							measures may cause additional disturbance to habitats through noise and pollution; however, this can likely be mitigated. Scenario 4 maintains existing levels of priority to improving the natural environment and biodiversity, but lower priority to all other environmental outcomes. This scenario also gives moderate priority to making transport behaviours more sustainable which may have minor benefits for this SEA objective through reduced road traffic and therefore reduced disturbance and pollution.
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	It is assumed that all of the options could, at varying scales, result in the delivery of new or improved infrastructure and at this stage the precise scale and location of it is unknown. The construction stage of proposed infrastructure may affect landscape and townscape. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid or minimise impacts on landscape and townscape and provide enhancements where possible. The BAU Scenario does not propose giving additional priority to environmental outcomes than the existing level. Therefore, some benefits to the built and natural environment may be delivered through existing schemes, however it is unlikely they will be significant. Scenario 2 is likely to result in the delivery of more infrastructure and, therefore, is likely to have a negative effect of greater significance on landscapes and townscapes, relative to the other

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							options. However, this negative effect is still identified as minor due to consideration given when developing schemes to ensure they are in keeping with local surroundings and ensure they do not impact the setting of important landscape of town features. In the longer-term, all six options are likely to result in improvements to the public realm as well as access to sustainable transport modes, to varying scales. This will likely reduce the number of vehicles on the road with minor positive effects on landscape and townscape. Scenarios 1 and 3 give a high priority to providing a high-quality built environment and improving the natural environment which will likely result in improvements for landscapes and townscapes. Scenario 2 places a moderate priority on delivering a high-quality built environment, while Scenario 4 does not place a priority on this outcome. Due to this, it is likely that positive effects on this SEA objective associated with Scenario 4 will be to a lesser degree than Scenarios 1, 2 and 3. However, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, it is difficult to identify any significant differences between the options in terms of the nature and scale of effects. At this stage, the potential for minor positive and negative effects have been identified for all the options.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	+/-	+/-	+/-	+/-	+/-	+/-	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage the precise scale and location of it is unknown. In line with national and local planning policy, it is assumed that the proposals would seek to conserve and enhance the historic environment, including heritage assets (designated and non-designated) and their setting. Scenario 2 may result in more significant infrastructure improvements and developments compared to the other options. In the short term, during the construction phase, this could result in increased levels of disturbance to heritage assets; however, it is likely that there is suitable mitigation to ensure that any residual effects are not significant. Depending on the location and nature of new infrastructure, operational disturbance and pollution could also negatively impact heritage assets if they are in close proximity. Scenarios 1 and 3 give a high priority to providing a high-quality built environment and improving the natural environment which will likely result in improvements for the historic environment and setting of heritage assets. Scenario 2 places a moderate priority on delivering a high-quality built environment, while Scenario 4 does not place a priority on this outcome. Due to this, it is likely that positive effects on this SEA objective associated with Scenario 4 will be to a lesser degree than Scenarios 1, 2 and 3.

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							In the longer-term, all the options could result in less vehicles on the roads and improvements to the public realm, with each of the options having a positive effect on this SEA objective of greater significance compared to the BAU Scenario. This may have indirect positive effects on the historic environment through reduced disturbance and atmospheric emissions from road vehicles. Overall, minor positive effects have been identified for each option. At this stage, the potential for minor positive and negative effects have been identified for all the options.
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. Where new development is proposed in close proximity to a waterbody or is hydrologically connected to one, it could have negative impacts on the water environment through pollution or waste entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. Polluted runoff from new infrastructure such as roads could also result in pollution entering waterbodies and negatively effecting water quality. However, the negative operational effects are identified as minor due to national and local planning policies, that would ensure any proposals will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS)

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							where appropriate to reduce polluted run-off. Scenario 2 is likely to result in the delivery of more infrastructure and, therefore, is likely to have a negative effect of greater magnitude than other options. But all options are expected to have some minor negative operation impact, to varying degrees. New developments may also be at risk of flooding, from rivers, surface water or reservoirs, depending on their location, however, it is assumed that new infrastructure would be directed away from high flood risk areas. Therefore, a minor negative effect has been identified for all options with some uncertainty due to a lack of information in terms of location and scale of infrastructure. All of the options are likely to have a positive effect on this SEA objective, as all give some level of priority to encouraging active and sustainable transport and reduce overall traffic on the road. A decrease in vehicles on the road could have indirect positive effects for the water environment, through reduced pollutants entering watercourses. This may lead to improved water quality over the long term. There is also the potential for positive effects through the incorporation of sustainable drainage measures into new infrastructure which could contribute to the sustainable management of water. Scenario 3 gives highest priority to natural environment and reducing pollution which may see the greatest improvements to water quality. However, all options will involve some level of increased new and enhanced infrastructure that is likely to include SuDS; this could benefit the water environment by

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							providing flood risk management, suitable drainage, and appropriate filtering of pollutants. At this stage, it is difficult to identify any detailed differences between the options. A minor positive effect has therefore been identified for all six options with some uncertainty.
SEA9: To reduce air and noise pollution from the transport network.	+/-	+/-	+/-	+/-	+/-	+/-	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. Construction activity could increase air and noise pollution, including dust and disruption, especially if construction takes place near to a sensitive receptor or creates increased traffic. It is expected that best practice construction measures will be implemented to avoid or mitigate negative effects. Scenario 2 is likely to result in the delivery of more infrastructure and, therefore, is likely to have a negative effect of greater magnitude than other options. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. In line with national and local planning policies, it is assumed that in the long term, any proposals would minimise air and noise pollution and seek to improve it where possible. All of the options are likely to have a positive effect on this SEA objective, as all give some level of priority to encouraging active and sustainable transport and reducing overall traffic on the road. The promotion of sustainable travel and a reduction in private vehicles is likely to improve air quality and reduce noise pollution

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							in the county. Through this, Scenarios 1 and 3 would likely see a higher degree of positive impact on the SEA objective. At this stage, the potential for minor positive and negative effects have been identified for all of the options.
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. This could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions in the short-term. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts on climate change through increased release of greenhouse gases. Scenario 2 is likely to involve the delivery of the greatest scale of infrastructure, compared with other options, and therefore the negative effects from construction on climate change and greenhouse gas emissions are likely to be greater for this option in the short term. However, for all options, there is an element of uncertainty in respect of the scale/ extent of these negative effects, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure. In the long term, the implementation of proposed infrastructure is likely to have a positive effect on climate change, by providing improved infrastructure for sustainable and active travel and

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							sustainable travel, which is likely to reduce private vehicle use, as well as reducing traffic congestion on the roads. The BAU Scenario is likely to result in a more limited change to the existing transport network, past the ongoing management and maintenance of the current LTP. Some new improvements and maintenance of infrastructure could be implemented, but it is unlikely that the BAU Scenario would result in significant positive effects with regards to climate change and greenhouse gas emissions. Therefore, a minor positive effect has been identified. Scenarios 1 and 3 are likely to have a positive effect of greater significance compared to other options as they would deliver a greater scale of improvements to the transport network, with high priority given to active travel and a behaviour change to sustainable travel modes as well as improvement to the natural environment, and better connecting people to their local needs. However, this effect is still considered to be minor. Similarly the Vison scenario places high priority to making travel more active and making travel behaviour more sustainable and is also likely to have positive effects greater than Scenario 2 and 4. Scenario 2 is likely to have a positive effect of less significance compared to other options, as, despite including measures to improve active travel and sustainable transport behaviours, it places a higher priority on moving goods, improving journey times which may result in more traffic and associated pollution. Scenario 4 also includes measures to improve sustainable

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							transport behaviours; however, it gives a higher priority to supporting new development and gives low priority to environmental outcomes. Both of these scenarios has been assessed as having a minor positive effect on this SEA objective. At this stage, the potential for minor positive and negative effects have been identified for all the.
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	+/-	+/-	+/-	+/-	+/-	+/-	It is assumed that all of the options could, at varying scales, result in the delivery of new or improved infrastructure and at this stage the precise scale and location of it is unknown. The delivery of development set out in the draft LTP and other plans will require the need for temporary and permanent land take, earthworks, excavation and soil handling, which could result in soil disturbance, compaction, erosion and the generation of surplus materials or damage to geological assets. In line with national and local planning policy, it is assumed that any proposals would seek to encourage the efficient use of land and protect valuable land, soils and geology. All of the options are likely to have a positive effect on this SEA objective, as all give some level of priority to encouraging active and sustainable transport and reducing overall traffic on the road. A reduction in vehicles on the road is likely to improve soil quality in the county due to a decrease in the amount of pollution (e.g. run-off of contaminants) that could impact soil health. Scenarios 1 and 3 include measures which seek to improve the natural environment which in turn could improve soil conditions protecting

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							topsoil, increasing organic matter, and repairing damaged soil. In this regard, positive effects on this SEA objective associated with Scenarios 1 and 3 may be greater relative to other options but are still unlikely to be significant. At this stage it is difficult to identify any detailed differences between the options. A minor positive and negative effect has been identified for all six options with some uncertainty.
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	It is assumed that all six of the options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. Construction associated with the options, and their maintenance during operation, is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste generation is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted for all the options. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste and recycled and recyclable materials will be used where possible during construction. A minor positive effect has also been identified for all of the options which will likely increase EV capacity across the County. This may result in increased uptake of EV and therefore reduce petrol and diesel vehicles. This is likely to have a minor positive

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SEA Objective	BAU Scenario	Scenario 1 – Delivering Wellbeing	Scenario 2 – Economic Growth	Scenario 3 – Environmental Focus	Scenario 4 – Overlapping Challenges	Vision Scenario	Description of potential effects
							effect over the longer term by protecting and enhancing key infrastructure. A minor positive and minor negative effect have been identified for all of the options.

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6.4. Outline reasons for the selection of the preferred approach and rejection of reasonable alternatives

Whilst the Scenarios represent reasonable alternatives to the Vision Scenario adopted in the draft LTP, they have not been selected. The Vision Scenario has been taken forward for the LTP because it optimises the potential benefits of delivering the LTP for transport in Gloucestershire, supported by the ambitions for mode shift, decarbonisation and transport inclusion.

The BAU Scenario is unlikely to have a significant positive or negative effect on any of the SEA objectives. A minor positive effect has been identified against all SEA Objectives. A minor negative effect has been identified for all objectives except SEA4 (Community Safety). This scenario may result in the cheapest scenario however, it would not result in the best outcomes for the community, environment, and the economy, and likely would not have a significant positive impact on reaching the LTP's objectives for improving transport in Gloucestershire. For these reasons, this reasonable alternative has been rejected.

Scenario 1 (Delivering wellbeing) is likely to have a significant positive effect on the SEA1 (Population), SEA2 (Human Health and Wellbeing), and SEA 4 (Community Safety), with minor positives identified against the other objectives. A minor negative effect has been identified for all objectives except SEA4 (Community Safety). Whilst this alternative scenario may result in significant positive effects, it does not give any priority to delivering a better and more efficient travel experience, making travel-users more informed, making travel behaviours more sustainable, or decarbonising transport, which are presented in the Vision Scenario. Furthermore, the implementation of additional infrastructure to account for the additional priority placed upon prosperity and wellbeing in this scenario would require additional funding and on-going maintenance. For these reasons, this reasonable alternative has been rejected.

Scenario 2 (Economic growth) is likely to have a significant positive effect on SEA3 (Economy & Employment), with minor positives identified against the other objectives. A minor negative effect has been identified for all objectives except SEA4 (Community Safety). Whilst this alternative scenario may result in a significant positive effect on this objective, it does not give the same level of priority to the natural environment or local community outcomes as the Vision Scenario. In addition, the implementation of additional infrastructure to prioritise economic growth, including measures to support to the movement of goods, would require additional funding, agreement with key stakeholders and on-going maintenance. For these reasons, this reasonable alternative has been rejected.

Scenario 3 (Environmental focus) is likely to have a significant positive effect on the SEA1 (Population), and SEA2 (Human Health and Wellbeing), with minor positives identified against the other objectives. A minor negative effect has been identified for all objectives except SEA4 (Community Safety). Whilst this alternative scenario may result in significant positive effects, it does not give any priority to delivering a better and more efficient travel experience, making travel-users more informed, supporting new development, and making travel safer and more secure, among other things. Moreover, the additional priority placed on decarbonising transport and reducing pollution would require additional funding and ongoing maintenance. For these reasons, this reasonable alternative has been rejected.

Scenario 4 (Overlapping challenges) is unlikely to have a significant positive or negative effect on any of the SEA objectives. A minor positive effect has been identified against all SEA Objectives. A

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minor negative effect has been identified for all objectives except SEA4 (Community Safety). This scenario is unlikely to have a significant positive impact on the LTP objectives due to a diluted focus across delivering interconnected climate change, economic and fiscal constraints and related societal challenges. For these reasons, this reasonable alternative has been rejected.

7. Mitigation, Enhancement and Monitoring

7.1. Introduction

This chapter sets out proposed mitigation, enhancement and monitoring measures for the draft LTP.

7.2. Mitigation and Enhancement

The identification of measures to mitigate any significant negative effects of the draft LTP and enhance positive effects is a key purpose of SEA. 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. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

The mitigation measures proposed in **Table 7-1** are designed to avoid or reduce the effects identified as potentially negative through the assessment of the draft LTP against the SEA objectives, noting that no significant negative effects have been identified. The effects principally relate to the construction and operation of new/enhanced transport infrastructure with measures proposed for implementation at the project level. The table also identifies enhancement measures that aim to optimise positive impacts on the environment.

Table 7-1 – Proposed Mitigation / Enhancement Measures

SEA Objective	Mitigation / Enhancement
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	• Provide alternative, temporary access routes where appropriate during construction • Where public transport developments are proposed, consideration should be given to the accessibility of vulnerable groups, to ensure they are able to access public transport and services are inclusive • Costs of active travel and public transport schemes should be kept low to ensure accessibility • Digital literacy training should be accessible and targeted in order to be effective, helping vulnerable groups access services, facilities, and the transport network
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel	• A construction environmental management plan (CEMP) should be utilised to minimise air and noise pollution that may impact negatively on health • Active travel routes should be accessible to all, including those using hand cycles and adapted cycles, and low income groups • Undertake engagement to identify and understand specific needs relating to active travel and access to services and facilities in order to maximise health and wellbeing benefits

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SEA Objective	Mitigation / Enhancement
and encouraging healthy lifestyles.	
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	• Local contractors and suppliers should be used where possible and appropriate to maximise economic benefits • Actions should remain accessible to all to ensure connectivity with employment centres and support economic growth • Any construction should be timed and located so as to minimise disruption to local businesses and negative effects on the economy
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	• Mechanisms for designing out crime on the transport network should be incorporated where possible and appropriate • Lighting, surveillance cameras, and signage could be bolstered through public realm improvements in order to boost overall community safety, perceived and real
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	• In order to maximise sustainability benefits and compliance with national biodiversity legislation, transport interventions (where appropriate) must commit to at least 10% biodiversity net gain. • A CEMP should be utilised to minimise vibration, and air, noise and light pollution that may impact negatively on biodiversity • Infrastructure should incorporate design measures such as green infrastructure, and apply the Mitigation Hierarchy, to minimise biodiversity impacts • Green infrastructure should be incorporated into the public realm where possible and appropriate to encourage biodiversity and bring health and wellbeing benefits, whilst making transport offerings more attractive to users • All sites should be surveyed prior to development, and project-level HRA carried out where required • A Lighting Strategy should be prepared to minimise light spill onto retained and newly created habitat features • Works should be timed to avoid sensitive periods such as breeding, wintering or migration • Noise and vibration should be limited through appropriate plant selection and working methods • Buffer zones and stand-off distances from sensitive features should be established • Workforce induction and environmental awareness measures should be implemented • Biosecurity risk assessments and method statements should be carried out • Survey and monitoring for invasive species should be carried out where relevant • Appropriate control and containment measures should be utilised

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SEA Objective	Mitigation / Enhancement
	• Good practice guidance should be adhered to during construction
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	• A CEMP should be utilised to minimise the potential for any negative effects associated with construction on landscape and townscape • Where transport infrastructure is being built and/or improved within, or within the zone of influence of a designated landscape, a landscape and visual impacts assessment should be undertaken to determine the magnitude of impact and possible mitigation • Visual screening and careful site layout should be utilised • Sensitive design should be considered for any new developments to ensure positive effects on landscape and townscape • Where access to designated landscapes may be impacted by the construction or operation of schemes under the draft LTP, alternative access routes should be provided
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	• A CEMP should be utilised to minimise the potential for any negative effects associated with construction on the historic environment • Where transport infrastructure is being built and/or improved within, or within the zone of influence of, a designated heritage asset, a heritage assessment should be undertaken to determine magnitude of impact and possible mitigation • Sensitive design should be considered for any new developments to ensure positive effects on local heritage assets • Where development is located within, or near, designated assets and areas, the Council should work alongside Historic England • Where access to heritage assets may be impacted by the construction or operation of schemes under the draft LTP, alternative access routes should be provided • Prior to development, archaeological investigations should be undertaken where necessary and finds recorded
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	• A CEMP should be utilised to minimise the potential for any pollution associated with construction on the water environment • Any new or improved physical infrastructure should incorporate flood defence opportunities or benefits where reasonable and practicable • Sustainable drainage solutions should be incorporated into design to increase resilience to flooding • Green infrastructure and sustainable drainage should be utilised where possible to minimise increases in surface runoff • Works near to, or crossing, waterbodies should be avoided where possible. Where this is not possible, measures should be incorporated into design to enhance watercourses • Drainage systems should be designed to avoid or minimise direct discharges

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SEA Objective	Mitigation / Enhancement
	• Good practice pollution prevention measures should be adopted • Appropriate bunding and storage of fuels and hazardous materials should be implemented • Siting and design of works should take care to avoid sensitive hydrological features • Hydrological assessment or modelling should be carried out where required • Flood risk assessments should be carried out where required • Measures to maintain existing drainage patterns and flows should be incorporated
SEA9: To reduce air and noise pollution from the transport network.	• A CEMP should be utilised to minimise air and noise pollution associated with construction machinery and traffic • Reductions in traffic and improvements to the transport network could be strategically located in or near to Air Quality Management Areas (AQMAs) in order to improve air quality in priority areas • Good practice dust suppression measures should be applied • Plant and machinery should be appropriately managed • Low-emission construction practices should be considered • Operational emissions should be assessed where schemes are close to European sites, supported by modelling if required • Noise Important Areas should be considered during location of transport improvements • Acoustic assessments should be undertaken to establish baseline noise • Noise and vibration should be limited through appropriate plant selection and working methods
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	• Low carbon and energy efficient design, along with sustainable and recycled materials should be utilised in development where practicable and appropriate • Development should ensure design that is resilient to the current and future risks of climate change i.e. flooding, extreme heat, cold and precipitation • Development within areas of flood risk should be limited • Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, and BREEAM where appropriate and practicable
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	• Where land take is required, preference should be given to brownfield land/ previously developed land and avoidance of the best and most versatile agricultural land • Works should avoid areas that are safeguarded for mineral extraction • Infrastructure proposals should be accompanied by a Soil Resource Plan where appropriate

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SEA Objective	Mitigation / Enhancement
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	• Sustainable and recycled materials should be utilised in development where practicable and appropriate • Interventions should consider waste generation and resource use in planning and design to increase resource efficiency and improve operational efficiency • Opportunities to support and incorporate renewable energy sources into the transport network should be realised where possible

7.3. Monitoring

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

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

It is not necessary to monitor everything or monitor an effect indefinitely. Instead monitoring should be focussed on:

- Significant effects that may give rise to irreversible damage, with a view to identifying trends before such damage is caused; and
- Significant effects where there was uncertainty in the SEA and where monitoring would enable preventative or mitigation measures to be undertaken.

Table 7-2 to **Table 7-4** below sets out the proposed monitoring measures set out in the draft LTP. This list is provisional and indicative only; monitoring proposals will be considered further and a final monitoring framework that satisfies the requirements of the SEA Regulations will be presented in the Post Adoption Statement. As there is some uncertainty with some of the elements of draft LTP's objectives, policies, and interventions, and what impact they may have on the SEA objectives, the monitoring measures may be updated to reflect any additional impacts.

Each year, GCC completes an LTP Monitoring Report[18], which monitors the performance of the current LTP against 14 performance indicators and targets. It is anticipated that, following the adoption of the draft LTP, this report will be updated to include the performance indicators and targets set out in the tables below and continue to be produced annually. This will be key in monitoring the long-term impacts of the LTP.

[18] Gloucestershire County Council (No Date) *LTP Monitoring*. Available online at: https://www.gloucestershire.gov.uk/transport-and-travel/gloucestershire-local-transport-plan-2020-2041/ltp-monitoring/ [Accessed 24.08.26]

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Table 7-2 – Proposed Monitoring Measures for Outcome 1

Objective	Performance Indicator	Target	Relevant SEA Objective(s)
Outcome 1: A well connected and prosperous Gloucestershire			
Objective 1: Improving regional transport connections for a wider functional economic area	• Reduction in inappropriate freight travel	• Maintain HGV traffic on inappropriate roads at less than 5%	Human Health and Wellbeing Economy and Employment Community Safety
	• Increase use of rail	• 112% increase in rail usage by 2043	Populations
Objective 2: A transport system which supports sustainable housing and employment growth	• % change in average bus speeds	• Awaiting guidance from DfT	Community Safety
	• Local highways capability rating	• Improve maintenance performance from Amber to Green and maintain Green rating for road condition, spend and overall ranking	Populations Economy and Employment
Objective 3: Making our transport system more reliable and resilient	• Local authority managed roads where maintenance should be considered (categorised as red): ○ A roads and motorways ○ B and C roads ○ Unclassified roads	Awaiting guidance from DfT. It is proposed to monitor in line with existing LTP targets as below: • To maintain the percentage of principal road network requiring maintenance at or below 4% • To maintain the percentage of non-principal classified road network	Economy and Employment

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Objective	Performance Indicator	Target	Relevant SEA Objective(s)
		where maintenance should be considered at or below 9% • To maintain the percentage of unclassified road network where maintenance should be considered at or below 18%	
	• % of buses departing from stops no more than one minute early and no more than five minutes fifty-nine seconds late across all routes	• 95% of buses departing from stops no more than one minute early and no more than five minutes fifty-nine seconds late across all routes	Populations Economy and Employment
Objective 4: Making our transport system fit for the future	• % of traffic signals operating under adaptive control (MOVA/SCOOT) • Number of bus stops with real time information	• 185% increase in MOVA Controlled Crossings, 17% increase in MOVA controlled traffic signal junctions and 1167% increase in the number of SCOOT controlled traffic signal junctions. • 20-35 new real time information installations every year as funding allows	Populations Economy and Employment Community Safety

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Table 7-3 – Proposed Monitoring Measures for Outcome 2

Objective	Performance Indicator	Target	Relevant SEA Objective(s)
Outcome 2: A green and healthy Gloucestershire			
Objective 5: High quality natural and built environment	• Number of Nitrogen Dioxide (NO_2) roadside monitoring sites in exceedance of the annual statutory concentration limit	• Number of NO_2 roadside monitoring sites in exceedance of the annual statutory concentration limit to be maintained at 0	Human Health and Wellbeing Biodiversity Air Quality and Noise
Objective 6: Reducing carbon emissions and shifting to sustainable transport modes	• Estimated annual transport carbon impacts up to 2050, disaggregated by user emissions and infrastructure carbon emissions	• Net Zero by 2045	Climate Change and Greenhouse Gases
	• % of the bus fleet that is zero tailpipe emission	• 75% by 2030 and 100% by 2040	Human Health and Wellbeing Air Quality and Noise Climate Change and Greenhouse Gases
	• Number of publicly accessible Electric Vehicle Supply Equipment per 100,000 population	• Awaiting guidance from DfT	Populations Economy and Employment Climate Change and Greenhouse Gases

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Objective	Performance Indicator	Target	Relevant SEA Objective(s)
	• Provision of Electric Vehicle charging sockets and pavements channels on LA land	• Awaiting guidance from DfT	Populations Economy and Employment Climate Change and Greenhouse Gases
Objective 7: Making travel safer and more secure	• Number of road causalities disaggregated by: ○ The total killed or seriously injured (KSI) ○ KSI's aged 16 years old and under ○ KSI of pedestrians and pedal cyclists	• Vision zero by 2050, 65% reduction by 2035.	Human Health and Wellbeing Community Safety
Objective 8: Enabling people to lead active and healthy lives	• Average number of walking, wheeling and cycling journey stages per year	• 117% increase in urban areas and 16% increase in rural areas by 2043	Populations Human Health and Wellbeing
	• Miles of compliant new/improved active travel network delivered	• 20 miles of compliant new/improved active travel network delivered by 2043	Populations Human Health and Wellbeing

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Objective	Performance Indicator	Target	Relevant SEA Objective(s)
	• % of adults who engaged in active travel at least twice in the last 28 days	• Increase active travel participation above the 2025 baseline level of 30% by 2043	Human Health and Wellbeing
	• Active travel capability rating	• Maintain level 3 active travel capability rating	Human Health and Wellbeing

Table 7-4 – Proposed Monitoring Measures for Outcome 3

Objective	Performance Indicator	Target	Relevant SEA Objective(s)
Outcome 3: A Gloucestershire for local communities			
Objective 9: Making different types of transport work better together	• Bus patronage disaggregated by: ○ Passenger journeys ○ Elderly and concessionary passenger journeys	• Increase bus passengers journeys 145% by 2043 • Monitor the proportion of elderly and concessionary passenger journeys	Populations Human Health and Wellbeing Economy and Employment
Objective 10: Ensuring travel is affordable for all and supports reduced social exclusion	• Public transport, walking and cycling connectivity score to key destinations (education, leisure and community, health, shopping, residential and workplaces)	• Maintain and improve Gloucestershire's connectivity score to key destinations	Populations Human Health and Wellbeing Economy and Employment

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Objective	Performance Indicator	Target	Relevant SEA Objective(s)
	• Vehicle miles on local bus services	• Annual increase in vehicle miles on local bus services	Populations Economy and Employment
Objective 11: Ensuring transport is accessible for everyone	• Bus accessibility: ○ % of local buses meeting all accessibility standards ○ % of local buses with audio-visual announcements	• 75% by 2030 and 100% by 2040	Populations Human Health and Wellbeing Community Safety
Objective 12: Local transport that reflects community needs	• Bus passenger satisfaction: ○ % of total bus passengers very or fairly satisfied with bus journey ○ % satisfaction of passengers with personal security on the bus ○ % total of disabled passengers very or fairly satisfied with bus journey ○ % satisfaction of passengers with real-time information at the bus stop	• Reach national average for passenger satisfaction by 2030 and exceed it at the end of the plan period in 2043	Populations Economy and Employment

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8. Next Steps

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

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Appendix A: Final Scoping Report

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GLOUCESTERSHIRE COUNTY COUNCIL

Draft Local Transport Plan 2027-2043

Strategic Environmental Assessment

Final Scoping Report

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Document distribution

Gloucestershire County Council

Draft Local Transport Plan 2027-2043

Strategic Environmental Assessment

Final Scoping Report

September 2026

Prepared for

Gloucestershire County Council

Shire Hall, Westgate Street
GL1 2TJ

Prepared by

WSP

Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

T +44 117 930 6200

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Non-Technical Summary

Introduction

Gloucestershire County Council (GCC) is currently preparing a new Local Transport Plan (LTP) which will set out the long-term goal, strategy, and policies for improving transport in Gloucestershire over the next 15-20 years. This will replace the existing LTP[1], which was adopted in 2020.

The LTP is currently being developed to identify the transport policies and interventions that will be required to help realise the economic potential of the County, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

Gloucestershire is a predominantly rural county in the South West of England covering approximately 2,653km^2 and includes the city of Gloucester, market towns, and rural landscapes including the Cotswolds National Landscape. Gloucestershire is bordered by Herefordshire, Worcestershire, Warwickshire, Oxfordshire, Swindon, Wiltshire, South Gloucestershire, and Wales with Monmouthshire to the West.

As part of the process of LTP preparation, WSP has been appointed by GCC to assist with undertaking a Strategic Environmental Assessment (SEA). The SEA will ensure that sustainability considerations are fundamental to the LTP.

The SEA is being undertaken in accordance with The Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'). It assesses the likely environmental effects of the plan and identifies ways in which adverse effects can be avoided, minimised or mitigated and how any positive effects can be enhanced. In doing so, the SEA will be used to inform the development and selection of transport strategies and scheme options proposed in the LTP.

This Scoping Report represents the first formal output of the SEA of the LTP. This Scoping Report sets out the framework for assessing the likely significant environmental effects of the LTP.

The following sections of this NTS:

- provide an overview of the draft LTP;
- describe the SEA process together with how it is to be applied to the draft LTP;
- summarise the key economic, social and environmental issues relevant to the assessment of the draft LTP;
- outline the approach to undertaking the assessment of the draft LTP; and
- set out the next steps in the SEA process.

What is the Local Transport Plan?

The LTP will build on the themes, objectives, and principles established in LTP3. The LTP3 sets out how transport could contribute to Gloucestershire's development between 2020 to 2041, by providing

[1] Gloucestershire County Council (2020), *Local Transport Plan 2020-20241.* Available online at: https://www.gloucestershire.gov.uk/media/p5melmok/ltp-policy-document-final-v132-2.pdf

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safe and efficient transport, promoting economic growth, contributing to meeting housing needs, improving public health and reducing environmental damage.

The LTP will establish new polices that will drive further improvements to transport infrastructure in Gloucestershire. The plan will seek to continue a move away from car-focused transport to a more balanced approach, promoting sustainable and active travel.

The draft Vision Statement for LTP is to:

"A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable"

To achieve this Vision Statement the LTP aims to follow the three priorities outlined below:

- A well-connected and prosperous Gloucestershire;
- A green and healthy Gloucestershire; and
- A Gloucestershire which supports local communities.

Assessment Regulatory Requirements

SEA is a strategic assessment process that is carried out during the preparation of plans and programmes including Local Transport Plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

SEA is enacted through the 'Environmental Assessment of Plans and Programmes Regulations' (known as the SEA Regulations)[2]. SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projected listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[3].

SEA considers the likely significant effects on the environment of a plan or programme. Where appropriate it will identify ways in which adverse effects can be avoided, minimised or mitigated and how any positive effects can be enhanced.

What are the Key Issues for the LTP?

As part of the SEA process, a review has been undertaken to identify the key issues which are relevant to the assessment of the LTP. These issues have been identified from a variety of sources, including a review of baseline data and other relevant plans and programmes and responses received during consultation. A summary of the issues identified as being most relevant to the assessment of the LTP are shown in **Table NTS1.**

Table NTS1 – Key Issues and Opportunities for the LTP

[2] The Environmental Assessment of Plans and Programmes Regulations 2004. Available online at: https://www.legislation.gov.uk/uksi/2004/1633/regulation/12 and The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020. Available online at: https://www.legislation.gov.uk/uksi/2020/1531/made

[3] Town and Country Planning (Environmental Impact Assessment) Regulations, 2017. Available online at: https://www.legislation.gov.uk/uksi/2017/571/contents/made

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SEA Topic	Issues & Opportunities
Population	○ Transport issues affect different groups to varying extents, and there is evidence to show that barriers to accessing and using transport can be exacerbated by age, ethnicity, and gender. ○ Improving public transport from rural areas and smaller towns could improve access to services for all residents. ○ The population of Gloucestershire is projected to increase in number, therefore new houses and services are likely to be developed and require new transport connections. ○ The population in Gloucestershire has a higher proportion of those aged 65+ (22.1%) than the national average (18.7%) with this proportion projected to increase, therefore resulting in a change in the transport requirements of the population. There is likely to be additional demand on the area's services and infrastructure. • Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction.
Human Health and Wellbeing	• General health is good in Gloucestershire compared to regional and national comparators. • The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. • Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. • Addressing poor air quality within Gloucestershire is important to improving health outcomes for residents.
Economy and Employment	• Gloucestershire has below average working population but significantly lower levels of economic inactivity. • Gloucestershire has substantially higher employment compared to the national average and generally possesses high levels of education, and income. • Manufacturing, Wholesale and Retail Trade (including repair of vehicles), and Human health and Social Work are some of the significant sectors in Gloucestershire.
Community Safety	• Some types of crime on public transport in the UK is on the rise. • As the population within Gloucestershire increases there could be a greater demand for road travel, which may result in an increase in the number of accidents and those KSI on roads. • There are areas across the region which have high levels of crime compared to

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	the rest of the County, particularly Stroud, Gloucester, Filton, and Cheltenham. • There are opportunities to increase the safety of active transport modes such as cycling and walking. • Vulnerable road users such as motorcyclists, cyclists, and pedestrians need consideration in safety improvements.
Biodiversity	• There are a wide range of statutory local, national and international sites designated for nature conservation across Gloucestershire, which may be affected by development and use of new transport infrastructure. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. • New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. • New transport routs and infrastructure will need to be carefully planned so that they do not cause adverse impacts to protected species. • New transport routes will need to be carefully planned so that they avoid development next to or across water courses where possible. • Ecosystem services are the benefits that nature provides to people, areas of high (potential) provision should be protected and enhanced. • The development of new transport routes will need to pay regard to the enhanced biodiversity duty and the Local Nature Recovery Strategy • There is the potential for development to incorporate nature protection and enhancement measures to contribute towards nature recovery and secure BNG. • Views of vegetation from other modes of transport (e.g. along roads and railways) can enhance mental wellbeing, for example by reducing stress levels.
Landscape and Townscape	• Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and townscapes, eroding character and quality, increasing pollution and eroding the visual amenity for residents. • Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural and historic environment, visual amenity and physical and mental health of the community. • Climate change will also put pressure on the landscape and townscape designations as extreme weather will increase stresses on ecosystems and urban centres.
Historic Environment	○ There is potential for development to have a negative effect on the significance of heritage assets through changes to their settings from increased air pollution, noise, and visual effects which in turn could affect an

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	asset's significance. ○ There is potential for transport infrastructure to impact designated and non-designated heritage assets and their character and setting, including historic townscape character and previously buried archaeological remains. ○ New and/or upgraded transport infrastructure across Gloucestershire has the potential to individually affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) which contribute to the impact on their overall significance. This is additionally affected by increased pressure from population growth. ○ Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future scheme design, which should respect, retain, and protect the remains (e.g. through avoidance and redesign). ○ There is potential for development to have implications for assets on the Heritage at Risk register, either now or in the future. ○ There is potential for development to impact heritage assets through visual intrusion and pollution; ○ There is potential for discovery and impact on important archaeology, particularly in areas of proposed growth or new transport infrastructure. Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic areas could improve the historic environment. ○ Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism. • Improved transport infrastructure could improve access to and enjoyment of heritage assets.
Water Environment	• The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as habitats. • Of the 253 water bodies identified, just 22 are achieving 'good' status, falling far short of the WFD target. • Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across Gloucestershire. • Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. • Upgrading existing infrastructure provides the opportunity to improve pollution

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	control, including the use of SuDS and GI.
Air Quality and Noise	• The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. • More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. • Air quality issues across Gloucestershire can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality. • A transition to electric vehicles is likely to reduce air and noise pollution. • Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. • Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. • Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. • Increased noise exposure, vehicle pollution, and effects from climate change can also have negative impacts on designated sites including the National Landscapes, and heritage assets.
Climate Change and Greenhouse Gases	• Transport is the largest contributor to greenhouse gas emissions in Gloucestershire. • There is a need to ensure climate resilience of transport infrastructure in Gloucestershire. • The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population emit in the coming decades. • Climate change is likely to cause more frequent and severe extreme weather such as droughts and flooding. • Effects from climate change can damage and/or impact the setting of designated sites including the National Landscapes, and heritage assets.
Land Use, Geology and Soils	• It is important that any future development of the transport network across Gloucestershire does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land or sites designated for their geological value. • Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced.

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Material Assets	• Materials will be required for any new transport infrastructure, with subsequent waste produced. • There is a continued increase in renewable energy supplies, which needs to be managed efficiently to ensure the capacity requirements are met.

How will the Effects of the LTP be Assessed?

A framework has been developed to assess the economic, social and environmental effects of the LTP. This framework sets out a number of assessment objectives relating to the key issues identified in **Table NTS2**. For each objective, guide questions are provided.

The performance of the draft LTP and any reasonable alternatives will be assessed against these objectives to ensure that each intervention is assessed in a robust and consistent manner.

The assessment framework that will be used to assess the LTP measures is shown in **Table NTS2.**

Table NTS2 –SEA Objectives

SEA Topic	Objective
Populations	**SEA1:** To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.
Human Health and Wellbeing	**SEA2:** To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.
Economy and Employment	**SEA3:** To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.
Community Safety	**SEA4:** To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.
Biodiversity	**SEA5:** To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain and nature recovery.
Landscape and Townscape	**SEA6:** To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.
Historic Environment	**SEA7:** To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value.
Water Environment	**SEA8:** To reduce the risk and vulnerability from, and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.
Air Quality and Noise	**SEA9:** To reduce air and noise pollution from the transport network.
Climate Change and Greenhouse Gases	**SEA10:** To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.

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Land Use, Geology and Soils	**SEA11:** To ensure the efficient use of land and that valuable land, soils and geology is protected.
Material Assets	**SEA12:** To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.

In line with SEA regulatory requirements, the SEA process will be used to identify, describe and evaluate the likely significant effects of the LTP and any identified reasonable alternatives.

The draft LTP will be assessed against the SEA objectives on a topic-by-topic basis to identify likely significant environmental, social, and economic effects. The SEA will identify the neutral, minor, and significant positive and negative effects of the LTP for each of the SEA assessment objectives. The assessment of effects will include consideration of the following:

- the nature of the potential effect (what is expected to happen);
- the timing and duration of the potential effect (e.g., short, medium or long term);
- the geographic scale of the potential effect (e.g., local, regional, national);
- the location of the potential effect (e.g., whether it affects rural or urban communities); and
- the potential effect on vulnerable communities or sensitive sites.

The SEA Regulations require that the cumulative effects of the LTP are assessed. In addition to the assessments of the preferred plan/programme, this would also include the cumulative effects of the LTP in-combination with other plans and programmes.

Section 5 of the Scoping Report provides further information in relation to the approach to the assessment of the LTP.

What are the Next Steps in the SEA Process?

The SEA framework in this report, finalised following consultation with SEA consultation bodies of England (Environment Agency, Natural England, and Historic England), will be used to assess the effects of the LTP.

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1 Introduction

1.1 Background

Gloucestershire County Council (GCC) is currently preparing a new fourth Local Transport Plan (LTP) which will set out the long-term goal, strategy, and policies for improving transport in Gloucestershire over the next 15-20 years. This will replace the existing LTP3[4], which was adopted in 2020.

The LTP is currently being developed to identify the transport policies and interventions that will be required to help realise the economic potential of the County, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

Gloucestershire is a predominantly rural county in the South West of England covering approximately 2,653km^2 and includes the city of Gloucester, market towns, and rural landscapes including the Cotswolds National Landscape. Gloucestershire is bordered by Herefordshire, Worcestershire, Warwickshire, Oxfordshire, Swindon, Wiltshire, South Gloucestershire, and Wales with Monmouthshire to the West.

GCC has appointed WSP to undertake the Strategic Environmental Assessment (SEA) of the fourth LTP. The SEA is being carried out in accordance with The Environmental Assessment of Plans and Programmes Regulations 2004[5] (the 'SEA Regulations') to identify, describe and evaluate the likely significant environmental effects of the fourth LTP and identify ways in which adverse effects can be avoided, minimised or mitigated and how any positive effects can be enhanced.

1.2 Local Transport Plans

The UK Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'[6] introduced the concept of Local Transport Plans to steer the development of national transport policies at the local level. The Transport Act 2000[7] (now amended by the Local Transport Act 2008[8]) then made it a statutory requirement for local transport authorities outside of London to produce LTPs having regard to UK Government policies and guidance on the environment.

The Local Transport Act 2008 gives local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option of setting different timespans for strategy and implementation. The Act requires local authorities to consider UK Government policies and guidance *'with respect to mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment*'; and therefore, how their strategies and

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[4] Gloucestershire County Council (2020), *Local Transport Plan 2020-20241.* Available online at: https://www.gloucestershire.gov.uk/media/p5melmok/ltp-policy-document-final-v132-2.pdf

[5] HM Government, 2004, *The Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004: No.1633) (as amended)*. Available online: https://www.legislation.gov.uk/uksi/2004/1633/contents [Accessed 26/02/26].

[6] Department for Transport (1998) *A new deal for transport: better for everyone - White Paper, 1998*. Available online at: https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/anewdealfortransportbetterfo5695 [Accessed 26/02/2026]

[7] Transport Act (2000). Available online at: https://www.legislation.gov.uk/ukpga/2000/38/introduction [Accessed 26/02/2026]

[8] HM Government (2008) *Local Transport Act 2008*. Available online at: https://www.legislation.gov.uk/ukpga/2008/26/contents [Accessed 26/02/2026]

implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

Alongside the LTP Guidance, additional technical guidance on LTP Quantifiable Carbon Reduction (QCR) was published by the Department for Transport (DfT) in September 2025[9]. This guidance describes methods of carbon analysis for local transport planning. It is intended to assist Local Transport Authorities (LTAs) in developing more evidence-based decisions on local transport interventions required using the quantitative assessment of the carbon impacts at the strategic planning stage of scheme development. Implementing QCR will make it easier for LTAs to consider the carbon impact of proposed schemes at an early stage and identify associated risks and costs.

LTPs will need to reflect and respond to the challenges set out below and set their own vision which can contribute to delivering interventions which can help to tackle:

- Climate and Environmental challenges – the Government's commitment to Net Zero[10];
- Growth of the Economy - the Government's commitment to sustainable growth for housing and jobs[11];
- The emergence of new technologies – innovation within transport (EV and new fuels), managing transport and networks (demand management, data, and engagement) and digitally connected;
- Emerging and new Government policy and planning best practice – new LTPs are likely to have to align strongly with spatial planning, place making and deliver better quality of life; and
- National trends at a local level. Aging population, social inequalities, health inequalities, enhance and protect the environment and work within the constraints of local and national land use/designations.

1.3 SEA

SEA is required under Statutory Instrument 2004 No.1633 - The Environmental Assessment of Plans and Programmes Regulations 2004. SEA is a systematic assessment process, aiming to ensure that the likely significant environmental effects of plans and programmes are identified, described and assessed. In this context, the purpose of SEA is to encourage relevant plan and programme authors to integrate environmental considerations into the development of any plan or programme. GCC has determined to undertake a SEA of the fourth LTP.

SEA comprises five key stages:

- **Stage A:** Scoping;
- **Stage B:** Develop and Refine Alternatives and Assess Effects;
- **Stage C:** Prepare Environmental Report;
- **Stage D:** Consult on the Draft Programme and Environmental Report and Prepare the Post Adoption (SEA) Statement; and

[9] Department for Transport (2025) *Quantifying carbon emissions for local transport planning*. Available online at: https://www.gov.uk/government/publications/quantifying-carbon-emissions-for-local-transport-planning [Accessed 26/02/2026]
[10] HM Government (2008) *The Climate Change Act.* Available online at: https://www.legislation.gov.uk/ukpga/2008/27/contents [Accessed 26/02/2026]
[11] HM Government (2023) *Levelling-up and Regeneration Act 2023.* Available online at: https://www.legislation.gov.uk/ukpga/2023/55 [Accessed 26/02/2026]

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- **Stage E:** Monitor Environmental Effects.

Stage A of the SEA of the LTP has led to the production of this Scoping Report. The scoping stage itself comprises five tasks that are listed below:

i. Review of other relevant policies, plans, programmes and strategies (hereafter referred to as 'plans and programmes').
ii. Collation and analysis of baseline information.
iii. Identification of key issues.
iv. Development of the assessment (SEA) framework.
v. Consultation on the scope of the SEA (this Scoping Report).

This Scoping Report sets out the framework for assessing the likely significant environmental effects of the LTP.

1.4 Consultation on the Scoping Report

This SEA Scoping Report was available for review and comment by statutory consultees (the Environment Agency, Historic England and Natural England) from 13th May 2026 to 17th June 2026. Responses were received from all statutory consultees. Natural England had no specific comments, therefore no amendments were required. The comments received from the Environment Agency and Historic England were noted and amendments were actioned were necessary. The consultation comments log can be found in **Appendix C**.

1.5 Scoping Report Structure

Following this introductory section, the Scoping Report is structured as follows:

- **Section 2:** sets out the vision and objectives of the emerging fourth LTP.
- **Section 3:** summarises the review of relevant international, national, regional and local plans, policy and programmes that is contained in **Appendix B**.
- **Section 4:** presents the baseline environmental characteristics across a range of topics and the key issues relevant to the fourth LTP and SEA.
- **Section 5:** describes the approach to the SEA of the fourth LTP including the assessment (SEA) framework.
- **Section 6:** sets out the next steps in the SEA process.

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2 The Transport Plan

2.1 Background

The UK Government has declared a climate emergency and became the first major economy in the world to pass laws committing to end its contribution to global warming by 2050 through the Climate Change Act 2008[12]. The Act was updated in 2019 to commit to zero emissions by 2045.

In line with the national policy agenda and urgent need to take climate action, GCC declared a climate emergency in 2019. GCC has made a commitment to reduce emissions by 80% by 2030, and strive to achieve 100% with carbon offsetting by the same year. The Council also aims to achieve net zero emissions by 2045[13].

Transport is currently the largest emitting sector of greenhouse gas (GHG) emissions, producing 24% of the UK's total emissions in 2020[14]. To address the contribution of transport to carbon emissions, the UK Government has committed to a ban on new petrol and diesel vehicle sales by 2035[15]. This is likely to encourage a modal shift to active and sustainable transport to significantly reduce emissions and car kilometres both nationally and locally.

2.2 Emerging Vision and Objectives

The draft Vision Statement for LTP reads as follows:

> "*A better-connected Gloucestershire where transport supports everyone's needs, our environment flourishes and growth is sustainable*"

To achieve this Vision Statement, the LTP aims to follow the priorities and objectives outlined below:

A well-connected and prosperous Gloucestershire

Support the efficient movement of people and goods by delivering resilient, reliable, and integrated transport networks making travel more inclusive and affordable:

- Improving our transport networks and connections beyond the County;
- Connecting people, businesses and freight;
- Making our transport network more efficient and reliable;
- Making different types of transport work better together; and
- Making out transport network fit for the future.

A green and healthy Gloucestershire

Support the environmental and community well-being by delivering safe, sustainable and accessible travel for all:

- Protecting and enhancing our natural and historic environment;
- Reducing the impact of transport on our natural and historic environment;

[12] HM Government (2008), *Climate Change Act*. Available online at: Climate Change Act 2008 (legislation.gov.uk)
[13] Gloucestershire County Council (2026), *2024-2025 Gloucestershire's sixth annual climate change report.* Available online at: https://www.gloucestershire.gov.uk/media/ah2jsee0/gloucestershires-sixth-annual-climate-change-report-2024-25-final.pdf
[14] Department for Transport (2022), *Transport and environment statistics 2022*. Available online at: Transport and environment statistics 2022 - GOV.UK (www.gov.uk)
[15] HM Government (2021), *Net Zero Strategy: Build Back Greener*. Available online at: Net Zero Strategy: Build Back Greener - GOV.UK (www.gov.uk)

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- Reducing transport carbon emissions;
- Ensuring transport is accessible for everyone;
- Making travel safer and more secure; and
- Enabling people to lead active and healthy lives.

A Gloucestershire which supports local communities

Ensure that transport contributes to strong communities where people can access their daily lives:

- Supporting access to local services and amenities;
- Ensuring transport works for all out communities from built up to rural areas;
- Ensuring travel is affordable for all; and
- Supporting sustainable and well-planned new development.

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3 Policy Context

3.1 Introduction

Regulation 12(3), Schedule 2, Information for Environmental Reports of the SEA Regulations requires information on the following:

- 'An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes' (Schedule 2, Paragraph 1); and
- 'The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation' (Schedule 2, Paragraph 5).

One of the first steps in undertaking a SEA of a draft plan is therefore to identify and review other relevant plans and programmes which could influence the plan. These may be plans and programmes at an international, national, regional, or sub-regional level, commensurate with the scope of the draft plan. For the LTP, the review is focussed to ensure only policies that are current and of direct relevance are identified, analysed and summarised.

The review aims to identify the relationships between the draft LTP and these other documents i.e., how the draft LTP could be affected by the other plans' and programmes' aims, objectives and/or targets, or how it could contribute to the achievement of their environmental and sustainability objectives. It is also a valuable source of information to support the completion of baseline analysis and to determine the key issues for the draft plans and SEA (see **Section 4**).

A detailed outline of the policy documents, objectives and targets reviewed is set out in **Appendix B**.

3.2 Key Objectives from the Review of Plans and Programmes

The policy objectives and messages identified from the review of other plans and programmes are summarised in **Table 3-1**. It is important that the assessment takes these into account as this will help to highlight any areas where the draft plan will help or hinder the achievement of the objectives of the other plans. The review provides the context for the SEA and helps to inform the SEA Framework of objectives (**Section 5**), which will guide the subsequent appraisal process.

Table 3-1 – Key Policy Objectives and Policy Messages

Key Objectives and Policy Messages
Population • Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. • The Plan should provide regional infrastructure that drives productivity, supports economic prosperity and sustainable public services. • The delivery of new developments should not be of detriment to the interests of existing communities. • Projects and proposals should help to improve social value by providing opportunity, addressing inequality, tackling the climate crisis and improving life chances.

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There is a need to:

- Reduce inequalities across and within communities that cause disparities; and
- Ensure fair and equal access to services and support irrespective of race, religion, sex, age, sexual orientation, disability, gender reassignment, marriage and civil partnership or pregnancy/maternity.

Human Health and Wellbeing

- Good placemaking is linked to a wider set of positive social, economic and environmental outcomes;
- Improved transport services can provide an effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change;
- Regular physical activity provides a range of physical and mental health and social benefits; and
- Access to the natural and historic environment can have positive impacts on mental and physical wellbeing.

There is a need to:

- Promote healthy standards of living;
- Prioritise walking, cycling and use of public transport; and
- Enhance accessibility to key community facilities, services and jobs for all.

Economy and Employment

- Working with businesses and infrastructure owners is necessary to develop proposals that meet the needs of the freight and logistics sector; and
- Continued investment in the transport infrastructure is an essential economic growth.

There is a need to:

- Promote a resilient, low carbon, green economy;
- Support local employment and create the conditions for growth, including green growth;
- Provide conditions for a thriving education sector;
- Facilitate the decarbonisation of freight and logistics;
- Support the sustainable growth and expansion of businesses, including business innovation and the growth of new industries;
- Promote digital access and promote future ways of working, including hybrid working; and
- Deliver increased economic growth and decreased emissions.

Community Safety

- Safety is an important consideration for road users and pedestrians owing to the significant impact of serious and fatal accidents.

There is a need to:

- Continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do;
- Work towards reducing the number of people killed or seriously injured on the roads of Gloucestershire; and
- Reduce transport related crime and the fear of crime, as well as encourage reporting.

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Biodiversity

Most new development must deliver 10% Biodiversity Net Gain, and plans are required to pay regard to Gloucestershire's Local Nature Recovery Strategy.

There is a need to:

- Identify opportunities for green infrastructure (GI) provision, recognising the multiple functions that GI provides to the area and linking into regional and national GI networks;
- Protect and enhance biodiversity, including designated sites, priority species, habitats and ecological networks;
- Identify opportunities for nature recovery;
- Maintain and enhance ecosystems, ecological networks, and their services; and
- Improve the long-term sustainability of ecological and physical processes that underpin the functioning of ecosystems.

Landscape and Townscape

- The delivery of new developments and infrastructure should not have adverse impacts on the quality of the natural and historic environment.

There is a need to:

- Conserve and enhance the quality and distinctiveness of natural landscapes and seascapes, including National Landscapes and National Parks, in ways that allow them to continue to evolve;
- Conserve and enhance the quality and distinctiveness of heritage assets and townscapes; and
- Provide greater access to greenspace, to help reconnect people to nature.

Historic Environment

Conserve, and where possible enhance heritage assets, designated and undesignated, in a manner appropriate to their significance.

There is a need to:

- Ensure that the delivery of new development is informed by a proportionate heritage assessment identifying all heritage assets potentially affected, the effects upon their significance (including through changes to setting), the weight that should be afforded to their conservation, and how any negative effects may be avoided, reduced or mitigated and how a scheme to do so will be secured. A heritage impact assessment should also identify the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring within the context of a development.
- Enhance the beauty of the natural scenery and improve its environmental value while being sensitive to considerations of its heritage;
- Encourage access to and engagement with the historic environment; and
- Ensure that transport development does not detract from the quality of the historic environment including conservation areas, listed buildings, scheduled monuments and registered parks and gardens

Water Environment

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- Water resources in the region are under increasing pressure from a growing population, climate change and environmental needs.
- Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk.
- Any 'essential infrastructure' proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood.

There is a need to:

- Protect and enhance surface and groundwater quality and ensure that water quality is improved or maintained where possible;
- Avoid development in areas prone to flooding; and
- Ensure that infrastructure is resilient to the impact of more severe flooding due to climate change.

Air Quality and Noise

- Air pollution increases the risks of diseases such as asthma, respiratory and heart disease, particularly for those who are more vulnerable such as the very young and the elderly or those with existing health conditions.
- The impacts of poor air quality are not distributed evenly across the population.
- Additional opportunities to improve air quality or mitigate impacts should be identified, such as GI provision and enhancement.
- Development must be undertaken in accordance with statutory requirements for noise.
- There is a need to promote good health and a good quality of life through the effective management of noise within the context of UK Government policy on sustainable development.

There is a need to:

- Ensure that air quality is maintained (through net maintenance) or enhanced and that emissions of air pollutants are kept to a minimum;
- Ensure that noise is kept within legal limits, and reduced where possible; and
- Encourage active and sustainable travel options that use clean energy will help reduce air and noise pollution.

Climate Change and Greenhouse Gases

- Take all possible action to mitigate climate change, while adapting to reduce its impact.
- Avoid increased vulnerability to the range of impacts arising from climate change.

There is a need to:

- Reduce emissions of greenhouse gases;
- Increase energy efficiency and move towards a low carbon economy;
- Ensure that infrastructure is resilient to the impacts of climate change; and
- Support the transition to electric vehicles (EV).

Land Use, Geology and Soils

- The delivery of new developments should not have adverse impacts on soils, land stability, or resources.

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There is a need to:

- Facilitate the sustainable supply and use of minerals and minimise impacts on soil quality, considering any mitigation measures proposed;
- Maintain and enhance geodiversity through the management of sites, areas and wider landscapes; and
- Consider land stability in respect of new development; and encourage a circular economy.

Material Assets

- The delivery of new development and infrastructure should minimise waste and maximise the use of recycled material where possible.
- The delivery of new infrastructure should promote the transition to green energy.

There is a need to:

- Promote a circular economy, reducing waste and increasing reuse and recycling;
- Promote the use of sustainable/renewable energy; and
- Promote the use of sustainable design and construction and encouraging energy efficiency.

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4 Baseline, Issues and Opportunities

4.1 Introduction

The SEA Regulations require a report containing 'The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme' (Schedule 2(2)), 'The environmental characteristics of areas likely to be significantly affected' (Schedule 2(3)), and 'Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as a European site (within the meaning of regulation 8 of the Conservation of Habitats and Species Regulations 2017' (Schedule 2(4)).

In this context, this section sets out the key baseline information for each of the topics covered by the SEA, as well as anticipated future trends without the implementation of the LTP. It also identifies key issues and opportunities arising from the baseline characterisation and review of the policy context (Section 3), which have been used to develop an assessment (SEA) framework in Section 5.

The analysis is presented for the following topics:

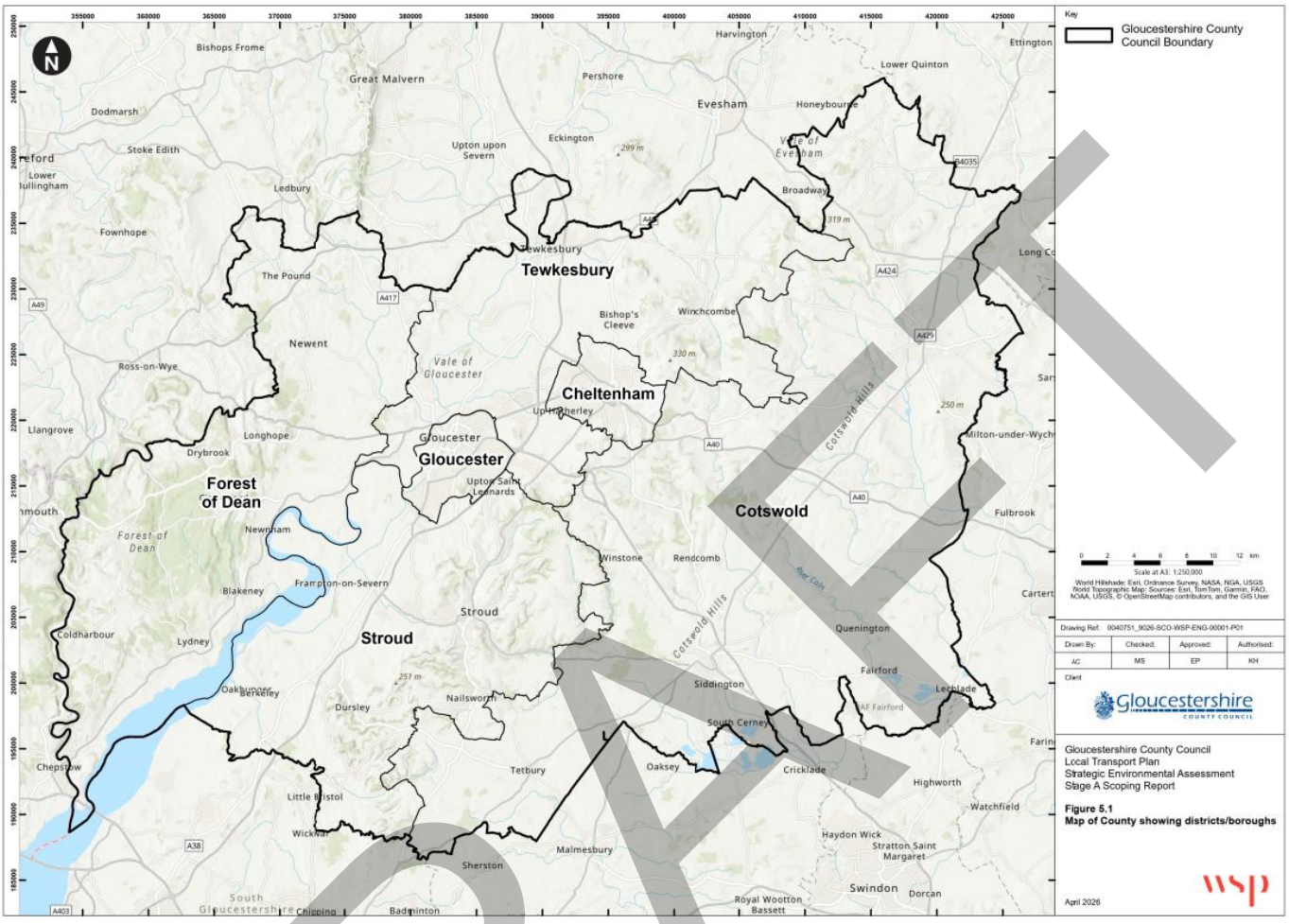
- Population;
- Human Health and Wellbeing;
- Economy and Employment;
- Community Safety;
- Biodiversity;
- Landscape and Townscape;
- Historic Environment;
- Water Environment;
- Air Quality and Noise;
- Climatic Change and Greenhouse Gases;
- Land Use, Soils and Geology; and
- Material Assets.

Gloucestershire County is split into six districts and boroughs shown in **Figure 4-1** and listed below:

- Gloucester;
- Cheltenham;
- Stroud;
- Forest of Dean;
- Tewkesbury; and
- Cotswold.

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Figure 4-1 – The Districts and Boroughs that Comprise Gloucestershire County



The data has been drawn from a variety of sources, including a number of the plans and programmes reviewed as part of the SEA process (see **Section 3** of this report and **Appendix B**). Some statistics, where not available for the County as a whole, have been provided for each district or borough.

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4.2 Population

Summary of Current Baseline

The estimated total population of Gloucestershire in 2024 was 669,380[16] people. Between 2014 and 2024 the population in Gloucestershire has increased by 9.5%, as shown in **Table 4-1** below, compared to an 8.6% change in the South West region and 7.8% change in England over the same period.

Table 4-1 – Population and Percentage Change by District in Gloucestershire

District or Borough	2014 Population	2024 Population	% Change
Gloucester	126,167	138,598	+9.9
Cheltenham	117,094	121,739	+4.0
Stroud	115,211	125,680	+9.1
Forest of Dean	83,377	89,753	+7.6
Tewkesbury	84,826	101,949	+20.2
Cotswold	84,656	91,661	+8.3
Total	**611,331**	**669,380**	**+9.5**

As of 2024, the highest proportion of people in Gloucestershire are aged between 55-59 years, making up 7.2% of the total population[17]. The proportion of the population that is of working age (16-64 years) is 60.4% which is below the national average of 62.9%. The proportion of those aged 65 and above is Gloucestershire is 22.1%, above the national average of 18.7%.

The gender distribution is Gloucestershire was 51.1% female and 48.9% male in 2024[18]. This is similar to the national average of 51.0% female to 49.0% male[19].

The population density of Gloucestershire is 252 persons per square kilometre (p/km2), compared to the national average of 450 p/km2. The lower population density of the County is due to its rural nature.

Table 4-2 shows the ethnic group of the population of Gloucestershire compared to the national averages from the 2021 census. This shows that Gloucestershire has a lower proportion of most ethnicities compared to the national average[20,21].

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[16] ONS (2025), *Population estimates - local authority based by five year age band*. Available online at: https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=31&version=0&anal=1 [Accessed 02/03/2026]
[17] Ibid
[18] ONS (2025), *Local Market Profile – Gloucestershire.* Available online at: https://www.nomisweb.co.uk/reports/lmp/lad/1774190730/report.aspx [Accessed 03/03/2026]
[19] ONS (2025), *Local Market Profile – England.* Available online at: https://www.nomisweb.co.uk/reports/lmp/gor/2092957699/report.aspx [Accessed 03/03/2026]
[20] ONS (2021), *Gloucestershire Local Authority - 2021 Census Area Profile*. Available online at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E10000013 [Accessed 03/03/2026]
[21] ONS (2021), *England Country 2021 Census Area Profile*. Available online at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E92000001#section_5 [Accessed 03/03/2026]

Table 4-2 – Ethnic Groups in Gloucestershire and England during the 2021 Census

Ethnic Group	Gloucestershire (%)	England (%)
Asian, Asian British or Asian Welsh	2.9	9.6
Black, Black British, Black Welsh, Caribbean or African	1.2	4.2
Mixed or Multiple ethnic groups	2.2	3.0
White	93.1	81.0
Other ethnic group	0.7	2.2

Table 4-3 shows the religion of the population of Gloucestershire compared to the national averages from the 2021 census. This shows that Gloucestershire has notably higher proportions of Christians and those with no religion compared to the national average.

Table 4-3 – Religion in Gloucestershire and England during the 2021 Census

Religion	Gloucestershire (%)	England (%)
No religion	41.4	36.7
Christian	49.2	46.3
Buddhist	0.4	0.5
Hindu	0.6	1.8
Jewish	0.1	0.5
Muslim	1.4	6.7
Sikh	0.1	0.9
Other Religion	0.5	0.6
Not answered	6.2	6.0

The Indices of Multiple Deprivation (IMD) (2025)[22] ranks neighbourhoods ranging from 10% most deprived to 10% least deprived. Deprivation in Gloucestershire is generally low. Of the 393 LSOAs in Gloucestershire, there are 12 LSOAs in the 10% most deprived but 73 LSOAs in the 10% least deprived. 29 LSOAs are in the 20% most deprived, 52 in the 30% most deprived, 79 in the 40% most deprived, and .120 in the 50% most deprived. In terms of the least deprived, there are 273 LSOAs in the 50% least deprived, 221 in the 40% least deprived, 166 in the 30% least deprived, and 116 in the 20% least deprived.

The Indices of Multiple Deprivation (IMD) overall rank by district authority is shown in **Table 4-4**[23] (1 being the most deprived and 296 the least deprived, nationally). As the majority of the areas are least

[22] UK Government (2025), *English indices of deprivation 2025*. Available online at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2025 [Accessed 03/03/2026]
[23] Ibid.

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deprived by IMD score this shows Gloucestershire performs better than the national average, the exceptions to this are Gloucester and Forest of Dean.

Table 4-4 – IMD 2025 Rank by District Authority

District or Borough	IMD 2025 Rank (Rank of average rank)
Gloucester	142
Cheltenham	251
Stroud	234
Forest of Dean	121
Tewkesbury	254
Cotswold	243

Future Baseline

The 2022 based population projections by the Office for National Statistics (ONS) suggest that, between mid-2022 and mid-2032 the population of the UK will increase 7.3% to an estimated 72.5 million[24].

The ONS population projections by for Gloucestershire and regional and national comparators[25] between 2022, 2032, and 2047 are outlined in **Table 4-5**.

Table 4-5 – ONS Projected population increase in 2032 and 2047 for district authority, regional and national areas

Area	Population (2022)	Projected Population (2032)	Projected Population (2047)	Projected Population Change (2022 to 2047) (%)
England	57,112,542	61,570,538	65,380,426	14.5
South West	5,767,000	6,197,000	N/A*	N/A*
Gloucester	133,530	139,055	147,052	10.1
Cheltenham	119,585	124,498	131,693	10.1
Stroud	123,225	135,033	150,522	22.2
Forest of Dean	87,934	93,232	100,512	14.3
Tewkesbury	97,032	111,619	125,777	29.6

[24] ONS (2025), *National population projections: 2022-based*. Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/nationalpopulationprojections/2022based [Accessed 03/03/2026]

[25] ONS (2025), *Subnational population projections for England: 2022-based*. Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/subnationalpopulationprojectionsforengland/2022based [Accessed 03/03/2026]

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Cotswold	91,360	100,374	111,040	21.5

* Population projections for the South West region are not available

It is projected that a higher proportion of the population will be in older age groups in 2032 when compared to 2022. The old age dependency ratio (OADR) can be used to measure population aging. OADR is defined as the number of people of pensionable age per 1,000 people of working age. In England OADR is projected to increase from 278 (mid-2022) to 289 (mid-2032), and to 302 (mid-2047)[26].

The OADR in 2022 and the projected OADR in 2032 are presented in **Table 4-6**. This shows an aging population, in some areas of Gloucestershire above the national average, that is expected to increase further. This could become a significant issue across Gloucestershire as older age groups can have particularly complex transport and accessibility requirements.

Table 4-6 – OADR in 2022 and projected OADR in 2032 for district authority and for Gloucestershire area

District or Borough	OADR in 2022	Projected OADR in 2032	Projected OADR in 2047
Gloucester	244.9	270.5	280.0
Cheltenham	289.7	315.3	336.0
Stroud	366.3	382.8	379.5
Forest of Dean	399.3	421.8	412.7
Tewkesbury	351.7	363.4	372.5
Cotswold	428.2	473.2	496.0
Average in Gloucestershire	346.7	371.2	379.5
England	278.0	289.0	302.0

Without the LTP, it is likely that there would be a less coordinated approach to the delivery of transport needs arising from the population growth and it will be more challenging to meet OADR in Gloucestershire, with existing barriers to access and inequalities exacerbated. Implementing the LTP could provide infrastructure and improve access to wider areas of Gloucestershire and London which could help ensure the projected growth benefits all communities and is not unduly concentrated in selected areas. This will also help to support community cohesion and reduce isolation, particularly amongst the elderly and those living rurally.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-7** below.

Table 4-7 – Issues and Opportunities for Population

[26] ONS (2025), *National population projections: 2022-based*. Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/nationalpopulationprojections/2022based [Accessed 03/03/2026]

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Key Issues & Opportunities	Consideration for the LTP
○ Transport issues affect different groups to varying extents, and there is evidence to show that barriers to accessing and using transport can be exacerbated by age, ethnicity, and gender. ○ Improving public transport from rural areas and smaller towns could improve access to services for all residents. ○ The population of Gloucestershire is projected to increase in number, therefore new houses and services are likely to be developed and require new transport connections. ○ The population in Gloucestershire has a higher proportion of those aged 65+ (22.1%) than the national average (18.7%) with this proportion projected to increase, therefore resulting in a change in the transport requirements of the population. There is likely to be additional demand on the area's services and infrastructure. ○ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction.	○ There are opportunities to improve access to rural areas and smaller towns through improved transport services, digital services and bringing services to people. ○ There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families. ○ The LTP should seek opportunities to improve connectivity to larger urban centres such as Bristol and Birmingham. ○ The LTP should seek to improve connectivity via public transport from medium-sized towns, to reduce the need for car journeys.

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4.3 Human Health and Wellbeing

Summary of Current Baseline

The Department of Health and Social Care (DHSC provide statistics for public health by area through the Fingertips Public Health Profiles[27]. The following statistics provide a brief summary of the key areas where the County of Gloucestershire performs well or poorly compared to regional (South West of England) and national (England) comparators.

In 2024 the average life expectancy at birth in Gloucestershire was 80.9 for males and 84.3 for females[28]. This is higher than the regional average of 80.6 for males and 84.3 for females as well as the national average of 79.8 for males and 83.6 for females.

Under 75 mortality rate from all causes was 292.1 per 100,000 people in 2024, which is lower than the regional average of 296.3 and the national average of 329.4[28]. The suicide rate in Gloucestershire is also lower than regional and national comparators, with a rate of 9.9 per 100,000 people in Gloucestershire compared to 11.8 in the East of England and 10.9 in England between 2022 and 2024.

In Gloucestershire the estimated fraction of mortality attributable to particulate air pollution was 4.7% in 2024, which is lower than the national average of 5.3%[29].

Emergency hospital admissions for self-harm were lower than comparators in 2023/24, with figures of 92.2 in Gloucestershire[30], compared to 174.6 in the South West and 117.0 in England.

Cancer diagnosis at Stage 1 or 2 (early diagnosis) was also better in Gloucestershire than elsewhere with 59.4% in 2022 compared to 56.9% in the South West region and 56.8% nationally. However, estimated diabetes diagnosis rate was also better than the rate for the South West and similar to the figure for England. In 2018, diagnosis rates in Gloucestershire were 77.9% compared to 74.0% in the South West and 78.0% in England[30].

In Gloucestershire alcohol related health indicators are better than regional and national averages[31]. Admission episodes for alcohol related conditions were 423 per 100,000 in Gloucestershire (2023/2024) compared to 489 in the South West and 504 in England.

The percentage of adults (18+ years) that were overweight (including obesity) was 64.0% in Gloucestershire between 2023 and 2024[3131]. This is above the regional prevalence of 62.7% but below the national prevalence of 64.5%. However, the percentage of physically active adults between

[27] Department of Health and Social Care (2026), F*ingertips | Public health profiles*. Available online at: https://fingertips.phe.org.uk/profiles [Accessed 05/03/2026]
[28] Department of Health and Social Care (2026), *Local Authority Health Profiles – Gloucestershire Life Expectancy and causes of death*. Available online at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132696/pat/6/ati/302/are/E10000013/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1 [Accessed 05/03/2026]
[29] Department of Health and Social Care (2026), *Public health profiles*. Available online at: https://fingertips.phe.org.uk/search/particulate#page/1/gid/1/pat/15/ati/502/are/E10000013/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1 Accessed 05/03/2026]
[30] Department of Health and Social Care (2026), *Local Authority Health Profiles – Gloucestershire Injuries and ill health*. Available online at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132695/pat/6/ati/302/are/E10000013/iid/93754/age/1/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0 [Accessed 05/03/2026]
[31] Department of Health and Social Care (2026), *Local Authority Health Profiles – Gloucestershire Behavioural Risk factors*. Available online at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132694/pat/6/ati/302/are/E10000013/iid/92904/age/173/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1/page-options/car-do- [Accessed 05/03/2026]

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2023 and 2024 was 72.0% in Gloucestershire which is better than comparators of 71.4% in the South West and 67.4% in England.

The health of children in Gloucestershire is better than regional and national comparators on all the indicators identified in the Fingertips profile[32]. The Year 6 prevalence of obesity (including severe obesity) was 20.0% in Gloucestershire between 2024 and 2025. This is slightly greater than the regional average of 19.5%, but below the national average of 22.2%. Infant mortality is also low at 3.4 per 1,000 between 2022 and 2024, compared to 3.1 in the South West and 4.2 in England[33].

Inequalities in life expectancy at birth are better than national figures, however slightly worse than regional figures[34]. For males between 2021 and 2023 in Gloucestershire the inequality of life expectancy was 8.2 years compared to 8.0 years in the South West and 10.5 years in England. Similarly for females between 2021 and 2023 in Gloucestershire the inequality of life expectancy was 6.6 years compared to 5.9 years in the East of England and 8.3 years in England.

Wider determinants of health show Gloucestershire was generally better performing than national and regional comparators[35]. The percentage of children in relatively low income families (under 16) was 17.3% in Gloucestershire between 2023 and 2024, compared to 18.3% in the South West and 22.1% in England.

Homelessness in Gloucestershire between 2024 and 2025 was 11.9 per 1,000 which is higher than the regional average of 11.1[35], but lower than the national average of 13.6. Violent crime (hospital admissions for violence (including sexual violence)) between 2021/22 and 2023/24 in Gloucestershire was 13.8 per 100,000, significantly lower than both the regional average of 25.4 and the national average of 34.2.

The IMD 2025[36] is a composite index of deprivation indicators (domains), one of which is Health Deprivation and Disability. **Table 4-8** presents the IMD 2025 Rank for each district in Gloucestershire against the Health Deprivation and Disability domain (where a rank of 1 is the most deprived and 296 is the least deprived).

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[32] Department of Health and Social Care (2026), *Obesity, physical activity and nutrition - Gloucestershire*. Available online at: https://fingertips.phe.org.uk/profile/obesity-physical-activity-nutrition/data#page/1/gid/8000011/pat/6/ati/502/are/E10000013/iid/90316/age/200/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1 [Accessed 05/03/2026]

[33] Department of Health and Social Care (2026), *Child and Maternal Health*. Available online at: https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/1/gid/1938133228/pat/6/ati/502/are/E10000013/iid/92196/age/2/sex/4/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1 [Accessed 05/03/2026]

[34] Department of Health and Social Care (2026), *Local Authority Health Profiles – Gloucestershire Inequalities*. Available online at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938133217/pat/6/ati/302/are/E10000013/iid/93553/age/1/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0 [Accessed 05/03/2026]

[35] Department of Health and Social Care (2026), *Local Authority Health Profiles – Gloucestershire Wider determinants of health*. Available online at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/3007000/pat/6/ati/302/are/E10000013/iid/93700/age/169/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0 [Accessed 05/03/2026]

[36] UK Government (2025), *English indices of deprivation 2025*. Available online at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2025 [Accessed 03/03/2026]

Table 4-8 – IMD 2025 Health Deprivation and Disability Rank by District

District or Borough	IMD 2025 Health Deprivation and Disability Rank
Gloucester	93
Cheltenham	212
Stroud	241
Forest of Dean	198
Tewkesbury	242
Cotswold	282

Sport England reported that between 2023 and 2024 record numbers of people in England were taking part in sport or physical activity with improvements in activity levels for older adults and disabled people[37]. However, activity levels in more deprived areas were still low. Effective transport planning can play a role in encouraging active transport choices (e.g., walking and cycling) as well as improve accessibility to sports and recreation facilities.

Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. Loneliness can have a huge impact on the wellbeing of many people particularly older people, those with disabilities and new and expectant mothers. It can often result in unhappiness, lowering of self-confidence and ability to reach out for help.

In a survey undertaken in 2019/2020, 20.37% of adults in Gloucestershire reported feeling lonely often/always or some of the time[38]. According to Age UK[39], in 2019, 1 in 12 people over 50 years old experienced loneliness often in the UK. This increased due to the COVID-19 pandemic, which disproportionately affected those on low incomes, with health issues and from ethnic minorities. Elderly people often experienced difficulty making meaningful contact during the pandemic due to isolation, for some individuals this has continued after the pandemic. In 2023 3%, or around 1 in 40 people, aged 65+ in England went a week without speaking to a friend or family member[40]. Loneliness is likely to impact health and wellbeing and may increase as the population ages.

General health in Gloucestershire in the 2021 Census was good, the majority of residents rating their health as 'Very good' (48.5%) or 'Good' (34.6%)41. A small proportion considered their health to be 'very bad' (0.9%) or 'bad' (3.4%), whilst 12.5% considered their health to be 'fair'.

[37] Sport England (2025), *Record numbers playing sport and taking part in physical activity*. Available online at: https://www.sportengland.org/news-and-inspiration/record-numbers-playing-sport-and-taking-part-physical-activity [Accessed 06/03/2026]

[38] Gloucestershire Cunty Council (2022), *No Person is an Island: Social Connections in Gloucestershire*. Available online at: https://www.gloucestershire.gov.uk/media/0t2nzer0/annual-public-health-report-2022_23-1.pdf [Accessed 06/03/2026]

[39] Age UK (2021) *Loneliness and Covid-19*. Available online at: Loneliness research and impact | Age UK [Accessed 06/03/2026]

[40] Age UK (2024), *You are not alone in feeling lonely: Loneliness in later life*. Available online at: https://www.ageuk.org.uk/siteassets/documents/reports-and-publications/reports-and-briefings/loneliness/you-are-not-alone-in-feeling-lonely.pdf [Accessed 06/03/2026]

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The proportion of people within Gloucestershire who were disabled under the equality act (day-to-day activities limited a lot) in 2021 was 6.4%[41], which is significantly lower than the national average (7.3%)[42]. The proportion of people disabled under the equality act (day-to-day activities limited a little) was 10.4% compared to 10% nationally.

Future Baseline

The ageing population across Gloucestershire is expected to continue to grow in the future, which may increase demand for access and connectivity to healthcare, community facilities and other services.

A population with a larger proportion of older people will likely result in an increase in the number of people in Gloucestershire with chronic and complex health needs which could result in a greater demand for access to health and social care services, with more complex accessibility needs for transport.

The rising cost of living, or the 'cost-of-living crisis', is also predicted to impact those with pre-existing mental health problems, as they are among those at greatest risk[43].

Air pollution has been linked chronic diseases such as heart disease and dementia. Continued reductions in air pollution in the future could have significant health benefits[44]. Addressing poor air quality within Gloucestershire is also an important element of the Councils climate emergency declaration.

In 2023, the Government enacted the Levelling Up and Regeneration Act[45], setting out a broad approach to rebalancing the UK economy and addressing significant regional inequalities that restrict people, places, and prosperity. The Levelling Up and Regeneration Act has the potential to reduce inequalities, improving health outcomes.

Without the LTP, it could be more challenging to meet increasing demand for transport to access health and other services across Gloucestershire. The plan would improve transport connections and allow for Gloucestershire to improve access and connectivity to community and health services, greenspaces, and sports/ recreational facilities. This will also help to support community cohesion and reduce isolation and levels of loneliness.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-9** below.

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[41] NOMIS (2021), *Gloucestershire Local Authority - 2021 Census Area Profile*. Available online at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E10000013 [Accessed 06/03/2026]
[42] NOMIS (2021), *England Country - 2021 Census Area Profile*. Available online at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E92000001 [Accessed 06/03/2026]
[43] Mental Health Foundation (2023), *Mental health and the cost-of-living crisis report*. Available online at: Mental health and the cost-of-living crisis report | Mental Health Foundation [Accessed 06/03/2026]
[44] UK Government and Environment Agency (2023) State of the environment: health, people and the environment. Available online at: https://www.gov.uk/government/publications/state-of-the-environment/state-of-the-environment-health-people-and-the-environment#environmental-pollution-and-health [Accessed 17.09.25]
[45] UK Government (2023) Levelling-up and Regeneration Act. Available online at: https://www.legislation.gov.uk/ukpga/2023/55/contents/enacted [Accessed 17.09.25]

Table 4-9 – Issues and Opportunities for Health and Wellbeing

Key Issues & Opportunities	Consideration for the LTP
○ General health is good in Gloucestershire compared to regional and national comparators. ○ The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. ○ Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. ○ Addressing poor air quality within Gloucestershire is important to improving health outcomes for residents.	○ The LTP should maximise opportunities to enhance walking and cycling routes and encourage the use of active travel. This will help to improve both access and levels of physical activity. ○ The LTP should improve access to natural and historic places such as parks and gardens, which could improve wellbeing. ○ There will be an ongoing need to provide inclusive and accessible services in order to meet the needs of older residents. ○ The transport network must become accessible and affordable for all that live and work in the region to reduce inequalities and impacts of the rising cost of living.

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4.4 Economy and Employment

Summary of Current Baseline

The proportion of the population that is of working age (16-64 years) is 60.4% which is below the national average of 62.9%[46].

Between October 2024 and September 2025, the economic activity rate in Gloucestershire was 84.2%, which is higher than the national (79.0%) and regional (82.1%) comparators[47].

Over the same period, 15.8% of the population in Gloucestershire were economically inactive, with the majority of these (27.2%) retired. This is lower than the national average where 21.0% of the population were economically inactive of which 13.0% were retired[48].

In 2025, an estimated 2.5% of people in Gloucestershire were unemployed (year ending September 2025)[49], this is substantially below the national unemployment rate of 5.2% (October to December 2025)[50]

In 2024 in Gloucestershire 65.7% of employee jobs were full time and 34.3% were part time. This is comparable to the national averages of 69.2% full time and 30.8% part time[51].

Table 4-10 shows the key economic sectors in Gloucestershire compared to national averages. Wholesale and Retail Trade; Repair of Vehicles (G) and Human health and social work activities (Q) were both equally the largest economic sectors in Gloucestershire (13.9%). The Manufacturing (C), Electricity, Gas, Steam and Air Conditioning (D), Information and Communication (J), and Financial and Insurance (K), all had higher proportions of employment in Gloucestershire than the regional and national comparators.

Table 4-10 – Employment by Industry Group in Gloucestershire and the South West of England in 2024, and England between Oct 2024 – Sep 2025[52]

Industry	Gloucestershire (%)	South West England (%)	England (%)
Agriculture, Forestry and Fishing (A)	N/A	N/A	0.8
Mining and Quarrying (B)	0.1	0.1	0.1
Manufacturing (C)	11.9	8.3	6.7
Electricity, Gas, Steam and Air Conditioning (D)	0.8	0.5	0.4

[46] ONS (2025), *Local Market Profile – Gloucestershire.* Available online at: https://www.nomisweb.co.uk/reports/lmp/lad/1774190730/report.aspx [Accessed 03/03/2026]
[47] Ibid.
[48] Ibid.
[49] Ibid.
[50] ONS (2026), *Labour market overview, UK: February 2026*. Available online at: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/february2026 [Accessed 06/03/2026]
[51] ONS (2025), *Local Market Profile – Gloucestershire.* Available online at: https://www.nomisweb.co.uk/reports/lmp/lad/1774190730/report.aspx [Accessed 03/03/2026]
[52] ONS (2025), *Local Market Profile – Gloucestershire.* Available online at: https://www.nomisweb.co.uk/reports/lmp/lad/1774190730/report.aspx [Accessed 03/03/2026]

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Water Supply; Sewerage, Waste Management (E)	0.8	0.9	0.6
Construction (F)	5.0	5.0	6.1
Wholesale and Retail Trade; Repair of Vehicles (G)	13.9	13.9	12.6
Transport and Storage (H)	2.6	4.4	5.4
Accommodation and Food Services (I)	9.6	10.4	7.1
Information and Communication (J)	5.0	3.9	4.7
Financial and Insurance (K)	3.3	2.8	3.1
Real Estate Activities (L)	1.7	1.6	2.0
Professional, Scientific and Technical Activities (M)	8.3	8.6	10.0
Administrative and Support Service Activities (N)	6.9	6.8	8.4
Public Administration and Defence (O)	4.0	4.8	4.5
Education (P)	8.3	8.7	8.5
Human health and social work activities (Q)	13.9	15.0	13.4
Arts, Entertainment and Recreation (R)	2.3	2.3	2.9
Other Service Activities (S)	2.0	1.9	2.6
Activities of Households as Employers (T)	N/A	N/A	0.2

The Gloucestershire Economic Strategy 2024 – 2034[53] states that Gloucestershire generated a Gross Value Added (GVA) of approximately £19.12 billion in 2021. Over 40% of Gloucestershire's GVA comprised of Manufacturing (14.9%), Wholesale and Retail Trade (13.8%), and Real Estate activities (12.9%).

[53] Gloucestershire County Council (2024), *Gloucestershire's Economic Strategy*. Available online at: https://www.gloucestershire.gov.uk/media/d0glpm5n/gloucestershires-economic-strategy-2024-2034-strategy.pdf#:~:text=The%20LIS%20aims%20to%20create%20green%20growth%2C,focus%20on%20cyber%2Dtech%2C%20high%2Dtech%20engineering%20and%20agri%2Dtech. [Accessed 06/03/2026]

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In September 2022, around 1 in 5 (22%) workers in Great Britain worked at least one day from home[54]. According to the 2021 Census, just over 30% of workers in the South West worked mainly at or from home, while this is the case for just under 33% of workers in Gloucestershire[55]. As of Spring 2024, 98.2% of homes in Gloucestershire had access to super-fast broadband (>30 Mbps) and 77.08% could access broadband capable of speeds of 1,000 Mbps[56]. Access to internet such as this makes it easier for people to work from home.

The IMD 2025[57] is a composite index of deprivation indicators (domains), which include Employment, Education, and Income. **Table 4-11** presents the IMD 2025 rank for each district in Gloucestershire against the Employment, Education, Skills and Training, and Income domains (where a rank of 1 is the most deprived and 296 is the least deprived).

Table 4-11 – IMD 2025 Employment, Education, and Income domains Rank by District

District or Borough	IMD 2025 Employment Rank	IMD 2025 Education, Skills and Training Rank	IMD 2025 Income Rank
Gloucester	129	90	124
Cheltenham	230	256	238
Stroud	236	238	249
Forest of Dean	137	113	167
Tewkesbury	237	240	218
Cotswold	278	263	270

Future Baseline

The rising population in Gloucestershire is accelerating the need for the delivery of additional housing, services and infrastructure. Growth in jobs is also anticipated in order to close the gap between increases in population and the need for employment. There is a need for improving accessibility to these jobs and training opportunities.

Since the COVID-19, pandemic homeworking has been encouraged for those who are able, leading to a reduction in travel demand. This trend will likely continue as employers look to maintain flexible working conditions in future. 23% of businesses (across all sectors) said they intended to include homeworking as a permanent business model in 2022[58]. This value is a lot higher for some industries such as information and communications (53.6%) and professional scientific and technical activities

[54] UK Parliament (2022), *The impact of remote and hybrid working on workers and organisations*. Available online at: https://post.parliament.uk/research-briefings/post-pb-0049/ [Accessed 06/03/2026]
[55] Inform Gloucestershire (2021), *Labour Market and Travel to work – a briefing.* Available online at: https://www.gloucestershire.gov.uk/media/qxdh3eys/labour-market-and-travel-to-work-briefing.pdf [Accessed 06/03/2026]
[56] Gloucestershire County Council (no date), *Fastershire.* Available online at: https://www.gloucestershire.gov.uk/council-and-democracy/grow-gloucestershire/digital-gloucestershire/fastershire/ [Accessed 06/03/2026]
[57] UK Government (2025), *English indices of deprivation 2025*. Available online at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2025 [Accessed 03/03/2026]
[58] ONS (2022), *Is hybrid working here to stay?* Available online at: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/ishybridworkingheretostay/2022-05-23 [Accessed 06/03/2026]

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(43.1%). Public transport will need to adapt to these altered working and lifestyle patterns, particularly during peak times and encourage more passengers.

Without the implementation of the LTP, the future trends are anticipated to continue. The plan presents an opportunity to provide increased investment into Gloucestershire transport network, improving access to employment opportunities. Additionally, the plan provides opportunities to develop the transport network to reflect the changes to travel behaviours.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-12** below.

Table 4-12 – Issues and Opportunities for Economy and Employment

Key Issues & Opportunities	Consideration for the LTP
○ Gloucestershire has below average working population but significantly lower levels of economic inactivity. ○ Gloucestershire has substantially higher employment compared to the national average and generally possesses high levels of education, and income. ○ Manufacturing, Wholesale and Retail Trade (including repair of vehicles), and Human health and Social Work are some of the significant sectors in Gloucestershire.	○ There is the potential to improve connectivity between businesses which will help to improve access to the skills pool as well supporting improvements in productivity. ○ There is potential to improve transport systems to reduce strains on key services. ○ There is potential to promote heritage-led regeneration, supporting the vitality and viability of town centres, promoting access to historic towns. ○ The LTP should seek to facilitate the decarbonisation of freight and logistics by seeking opportunities to build a skilled workforce to support the transition to electric vehicles for the freight and logistics sector and SMEs. ○ The LTP should promote and improve means of active travel and public transport. ○ The LTP should seek to encourage physical activity to support workplace productivity.

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4.5 Community Safety

Summary of Current Baseline

According to the Department for Transport (DfT), in 2024, there were 29,896 killed or seriously injured (KSI) casualties on roads in Great Britain[59]. Some 43% of fatalities were car occupants, 24% were pedestrian, 23% motorcyclists and 6% pedal cyclists. In addition, 77% of fatalities and 61% of casualties were male. 22% of fatalities and 28% of casualties were aged 17 to 29 years old and 22% of fatalities and 8% of casualties were aged 70 years old and over.

In 2024 there were 313 KSI casualties in Gloucestershire, which is a 18% decrease from the previous year but equal to pre-pandemic (2019) levels. When compared to distances travelled, in 2024, 71.0 people per billion vehicle miles were KSI on the road in Gloucestershire. This is significantly greater than the regional value of 65.3 people per billion vehicle miles but significantly lower than the national value of 89.8 people per billion vehicle miles[60].

Road traffic data for 2024 shows that vehicles drove 4,407.6 million miles in Gloucestershire an increase of 1.5% from the previous year, however this is still 1.9% below the pre-pandemic (2019) levels[61]. Increased traffic may result in more collisions. However, a focus on road safety improvements and a move to active travel could help to prevent an increase in collisions.

In November 2025, the overall crime rate in Gloucestershire was 60 crimes per 1,000 people[62] which is lower than the UK average (excluding Scotland) of 74 crimes per 1,000 people[63]. The most common crimes were violence and sexual offence, both in Gloucestershire and the UK. Crime is more common in towns and cities, with Stroud, Gloucester, Filton, and Cheltenham being identified as the higher crime areas in Gloucestershire.

Areas within a 5-minute walk of a crime were comparable to the regional averages in 2025, with Gloucestershire scoring 504, while the South West scored 510. The 10-year trend shows an increase in Gloucestershire crime risk score overall, however, there has a recent downtick over the last two years.

In Gloucestershire in the 12 months ending in November 2025 there were 29,772 reports of violence and sexual offences, 15,352 reports of anti-social behaviour, 6,374 reports of shoplifting, 6,129 reports of public order, 4,847 reports of other theft and 5,138 reports of criminal damage and arson.

The total crime Index in 2025 was 0.80 in Gloucestershire which is slightly below than the regional value of 0.84 in the South West and very similar to the national average of 1.062.

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[59] Department for Transport (2025), *Reported road casualties in Great Britain, provisional estimates: year ending June 2025*. Available online at: https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2025/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2025 [Accessed 06/03/2026]

[60] Department of Health and Social Care (2025), *Local Authority Health Profiles – Gloucestershire Injuries and ill health*. Available online at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132695/pat/6/ati/302/are/E10000013/iid/93754/age/1/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/car-do-0 [Accessed 06/03/2026]

[61] Gov.uk (no date), *Road Traffic Statistics – Gloucestershire*. Available online at: https://roadtraffic.dft.gov.uk/local-authorities/E10000013 [Accessed 06/03/2026]

[62] Crimerate (2025), *Gloucestershire Crime Statistics*. Available online at: https://crimerate.co.uk/Gloucestershire [Accessed 18.09.25]

[63] Crimerate (2025), UK Crime Rates, Sep 2025. Available online at: https://crimerate.co.uk/ [Accessed 13.11.25]

The IMD 2025[64] provides a breakdown of deprivation indicators (domain), one of which is Crime. **Table 4-13** presents the IMD 2025 Rank for each district in Gloucestershire against the Crime domain (where a rank of 1 is the most deprived and 296 is the least deprived).

Table 4-13 – IMD 2025 Crime Rank by District

District or Borough	IMD 2025 Crime Rank
Gloucester	92
Cheltenham	134
Stroud	233
Forest of Dean	206
Tewkesbury	251
Cotswold	270

In 2021/22, the number of reported sexual offences committed on public transport in the UK decreased by 7.3% from 2019/20. The number of drug offences increased by 8.7% to 3,114 in 2021/22 (93% of these being possession of controlled drug)[65]. Violence against the person reduced from 13,603 recorded incidents in 2019/20 to 11,533 in 2021/2022.

Future Baseline

The number of people killed or seriously injured on the roads is lower than the England average in Gloucestershire. As the population increases, there could be a greater number of vehicles on the roads, which could result in an increase in the number of road traffic accidents. However, technology is improving to reduce risk of severe injuries to passengers this could mitigate some of the effects from increases in the number of vehicles movements.

Average trips via public transport increased in the UK in 2024[66]. This follows a decrease in public transport trips in 2020, likely due to the COVID 19 pandemic. If this trend continues, increased uptake of public and active transport could limit the demand for travel by road and therefore could reduce the likelihood of road traffic accidents.

Gloucestershire Road Safety Partnership was created in 2022 along with the Gloucestershire Road Safety Policy which aims to enhance public safety in Gloucestershire. The Road Safety Policy sets out a vision, which the Partnership works to meet, which is to achieve zero (or as close to as possible) road deaths by 2050[67]. This is likely to improve road safety in the County in the future.

Without the LTP, there would be a less co-ordinated approach to the delivery of transport infrastructure which could result in less improvements to community safety. The implementation of the

[64] UK Government (2025), *English indices of deprivation 2025*. Available online at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2025 [Accessed 03/03/2026]
[65] British Transport Police (2022), *2021/2022 Stats Bulletin*. Available online at: https://www.btp.police.uk/SysSiteAssets/foi-media/british-transport-police/reports/statistical-bulletin/stats_bulletin_2021_2022.pdf [Accessed 06/03/2026]
[66] Department for Transport (2025), *NTS 2024: Trends in public transport trips*. Available online at: https://www.gov.uk/government/statistics/national-travel-survey-2024/nts-2024-trends-in-public-transport-trips [Accessed 06/03/2026]
[67] Gloucestershire County Council (2022), *Gloucestershire County Council Road Safety Policy.* Available online at: https://www.gloucestershire.gov.uk/media/a55m00cs/road-safety-policy.pdf [Accessed 06/03/2026]

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plan is more likely to encourage a modal shift and increase opportunities to improve road safety for pedestrians, cyclists, and drivers and safety on public transport.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-14** below.

Table 4-14 – Issues and Opportunities for Community Safety

Key Issues & Opportunities	Consideration for the LTP
○ Some types of crime on public transport in the UK is on the rise. ○ As the population within Gloucestershire increases there could be a greater demand for road travel, which may result in an increase in the number of accidents and those KSI on roads. ○ There are areas across the region which have high levels of crime compared to the rest of the County, particularly Stroud, Gloucester, Filton, and Cheltenham. ○ There are opportunities to increase the safety of active transport modes such as cycling and walking. ○ Vulnerable road users such as motorcyclists, cyclists, and pedestrians need consideration in safety improvements.	○ There are opportunities for the LTP to include designing out crime principles, particularly in those areas with high crime rates and crime deprivation. ○ There is a need to engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users. ○ LTP should seek opportunities to increase the safety of active transport modes such as cycling and walking. ○ The plan should support the implementation of the Road Safety Strategy. ○ There are also opportunities to improve safety on public transport across the region, especially for women. ○ LTP will need to ensure improvements to transport networks, including improving lighting, to ensure safety on networks.

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4.6 Biodiversity

Summary of Current Baseline

There are a large range of internationally, nationally, and locally designated sites within Gloucestershire [68]including:

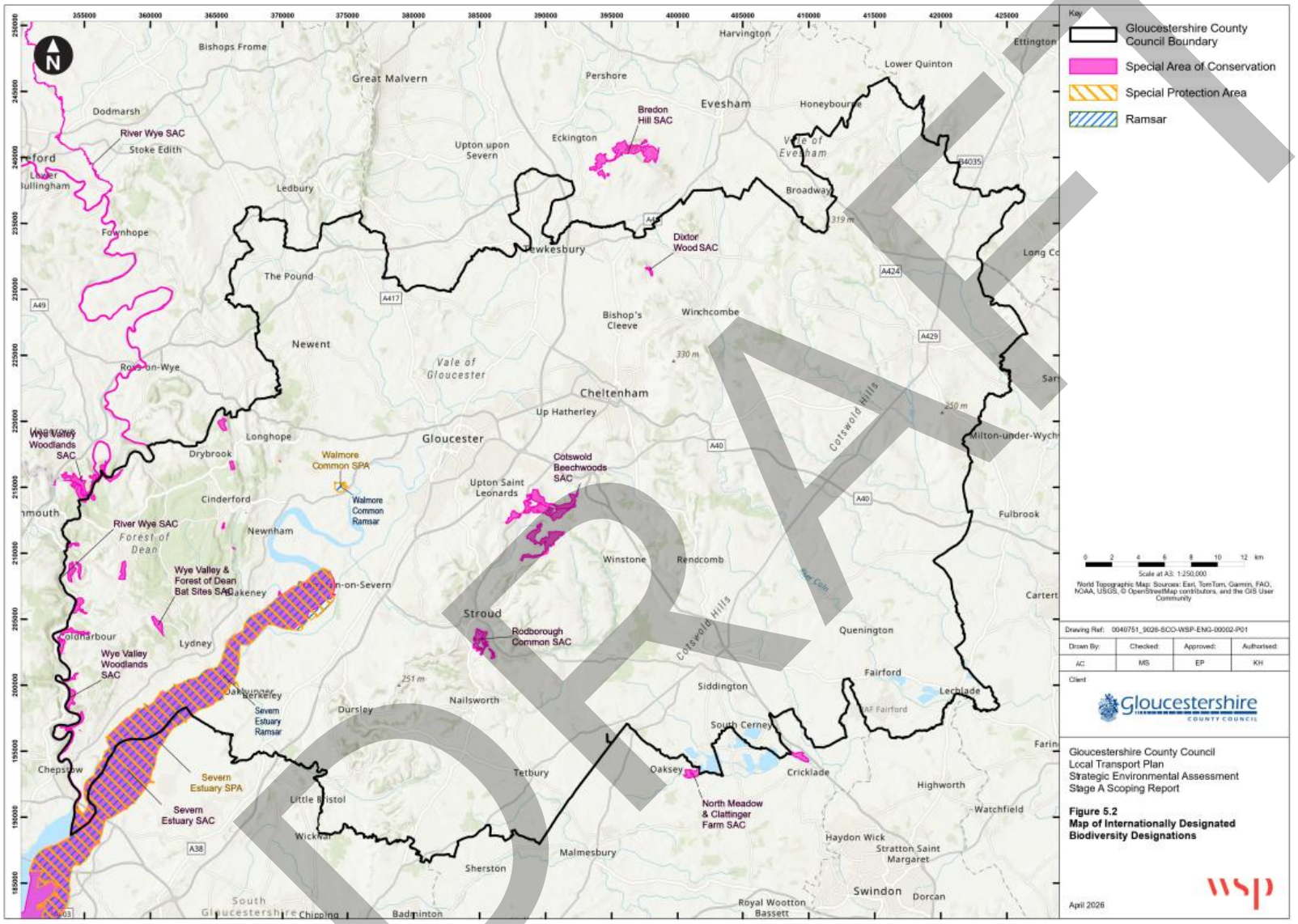
- Two Ramsar Sites – Severn Estuary, and Walmore Common;
- Two Special Protection Areas (SPAs) – Severn Estuary, and Walmore Common;
- Seven Special Areas of Conservation (SACs) – Cotswold Beechwoods, Dixton Wood, River Wye, Rodborough Common, Severn Estuary, Wye Valley & Forest of Dean Bat Sites, and Wye Valley Woodlands;
- Four National Nature Reserves (NNRs) – Cotswold Commons and Beechwood, Highbury Wood, Lady Park Wood, and The Hudnails;
- 123 Sites of Special Scientific Interest (SSSIs);
- 17,928 ha of Ancient Woodlands[69];
- 20 Local Nature Reserves (LNRs); and
- 902 Local Wildlife Sites[70].

Figure 4-2 shows international biodiversity designations in Gloucestershire and **Figure 4-3** shows nationally designated biodiversity sites in Gloucestershire.

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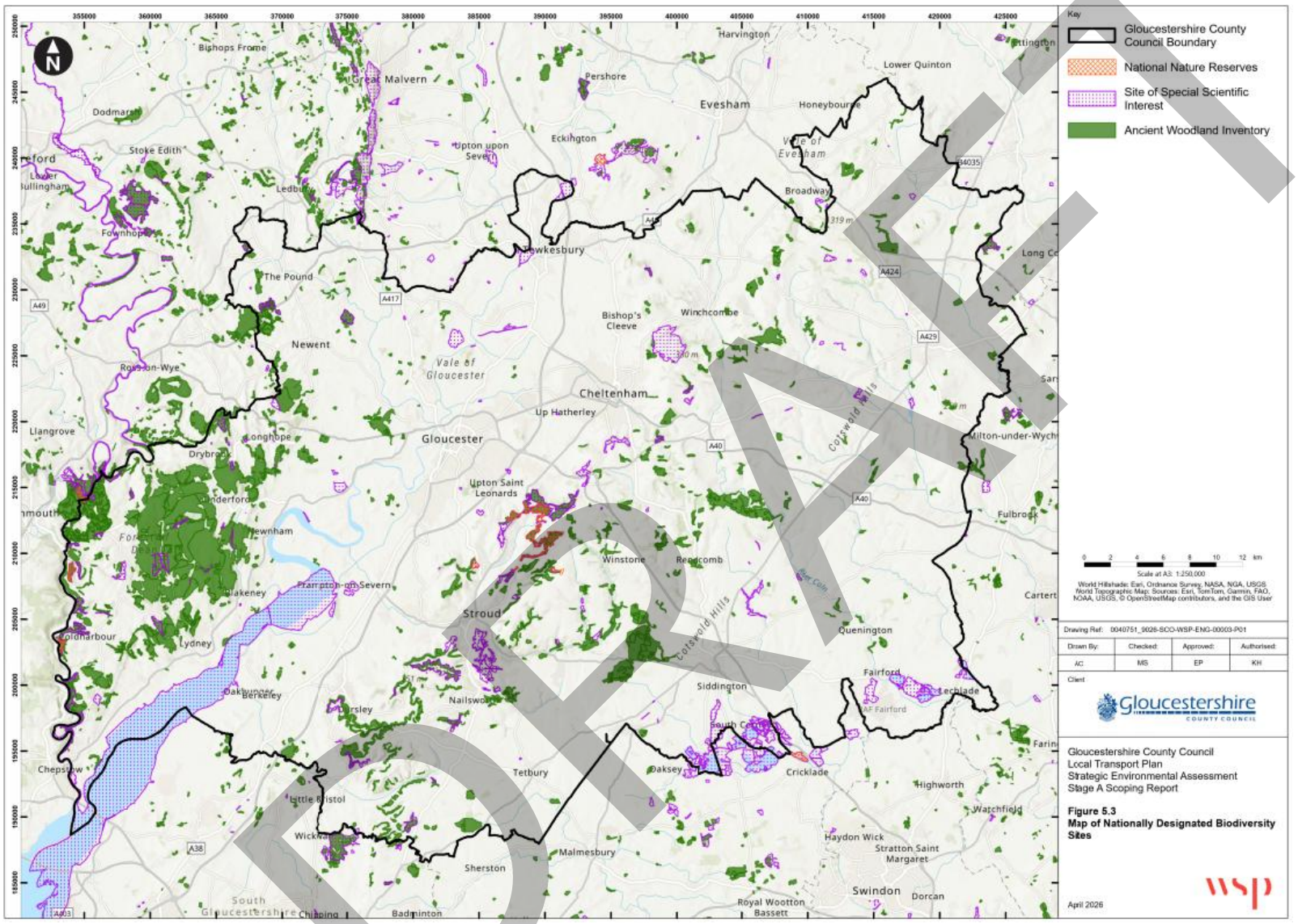
[68] Natural England (No Date), *Search for designated site details*. Available online at: https://designatedsites.naturalengland.org.uk/SiteSearch.aspx [Accessed 09/03/2026]
[69] Gloucestershire County Council (2026), *Gloucestershire Local Nature Recovery Strategy*. Available online at: https://www.gloucestershire.gov.uk/media/x4wf133n/gloucestershire-local-nature-recover-strategy-23-02-2026.pdf [Accessed 09/03/2026]
[70] Gloucestershire County Council (2026), *Gloucestershire Local Nature Recovery Strategy*. Available online at: https://www.gloucestershire.gov.uk/media/x4wf133n/gloucestershire-local-nature-recover-strategy-23-02-2026.pdf [Accessed 09/03/2026]

Figure 4-2 – Internationally Designated Biodiversity Designations



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Figure 4-3 - Nationally Designated Biodiversity Sites



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Some habitats are recognised as being of 'principal importance' for the conservation of biological diversity in England under section 41 of the Natural Environment and Rural Community (NERC) Act 2006[71]. Priority habitats are a focus for conservation action in England. In Gloucestershire these habitats include (but are not limited to) rivers, calcareous grassland, wetland habitats, wood pasture and parkland, and woodlands[72].

Irreplaceable habitats are a focus for conservation, including ancient woodland, ancient and veteran trees, blanket bog, limestone pavements, coastal sand dunes, spartina saltmarsh swards, mediterranean saltmarsh scrub, and lowland fens[73]. In Gloucestershire ancient woodland, ancient and veteran trees and lowland fens are irreplaceable habitats[74].

The UK National Ecosystem Assessment (UK NEA)[75] revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystem services. **Table 4-15** shows Gloucestershire species richness data according to the Natural Environment Valuation Online (NEVO) tool[76]. Gloucestershire species richness of 58 out of the 100 priority species chosen by the Joint Nature Conservation Committee (JNCC).

Table 4-15 – Species Richness in Gloucestershire

District or Borough	Richness in Gloucestershire
Plants	20/38
Invertebrates	13/25
Birds	13/17
Mammals	10/14
Lichen	1/5
Herptiles	1/1
Total	58/100

The NEVO tool also indicates that out of the 263.7k ha comprising Gloucestershire, 181.5k ha (68.8%) of the land cover is agriculture. Due to the high cover of agricultural land, food provision is an important ecosystem service within Gloucestershire. In addition to primary agricultural products,

[71] UK Parliament (2006), *Natural Environment and Rural Communities Act 2006*. Available online at: https://www.legislation.gov.uk/ukpga/2006/16/contents [Accessed 09/03/2026]
[72] Gloucestershire County Council (2026), *Priority Species List – Gloucestershire Local Nature Recovery Strategy.* Available online at: https://www.gloucestershire.gov.uk/media/xhvlc2g4/priority-species-list-gloucestershire-local-nature-recovery-strategy-2026.pdf [Access 09/03/2026]
[73] DEFRA (2024), *Irreplaceable habitat*. Available online at: https://www.gov.uk/guidance/irreplaceable-habitats#what-irreplaceable-habitats-are [Accessed 09/03/2026]
[74] Gloucestershire County Council (2026), *Priority Species List – Gloucestershire Local Nature Recovery Strategy.* Available online at: https://www.gloucestershire.gov.uk/media/xhvlc2g4/priority-species-list-gloucestershire-local-nature-recovery-strategy-2026.pdf [Access 09/03/2026]
[75] UK National Ecosystem Assessment (2011), *The UK National Ecosystem Assessment Technical Report*. Available online at: http://uknea.unep-wcmc.org/LinkClick.aspx?fileticket=m%2BvhAV3c9uk%3D&tabid=82 [Accessed 09/03/2026]
[76] University of Exeter, NEVO. Available online at: https://www.exeter.ac.uk/research/leep/researchimpact/current-projects/nevo/ [Accessed 09/03/2026]

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farmland can help prevent soil erosion, support flood risk through surface water storage and runoff attenuation and sequester carbon.

Future Baseline

The 2023 State of Nature Report[77] highlights the general decrease in biodiversity in the UK. Since 1970, species abundance has decreased by 19%. Of the 10,008 species that have been assessed using the International Union for Conservation of Nature (IUCN) Regional Red List criteria, 16.1% are currently threatened with extinction from Great Britain. A rising population and associated need for development may cause further loss, fragmentation and degradation of habitats, causing a further decline in biodiversity.

Climate change presents a threat to ecosystem services and biodiversity. Current IPCC[78] predictions for temperature increases are expected to be 2°C by the middle of the 21st century. This increase in temperature is expected to lead to increases in flooding events and northward colonisation of species in the UK. This could also impact species that cannot adapt to the rapidly changing climate. In order to preserve biodiversity and natural habitats, soft engineering, green infrastructure, and nature-based solutions will need to be used over traditional hard engineering.

The Environment Act 2021[79] specifies a mandatory 10% increase in biodiversity net gain (BNG) for new developments. This applies to developments that fall under the Town and Country Planning Act 1990[80], and Nationally Significant Infrastructure Projects (NSIPs). Biodiversity on development sites will need to be preserved, with additional mitigation put in to increase biodiversity. This increase in biodiversity may be provided on site enhancement, or through off-site compensation. As part of this, counties are required to undertake Local Nature Recovery Strategies (LNRS). Strategies must agree priorities for recovery and identify the most valuable existing areas for nature, as well as areas which could become of particular importance, or where the recovery or enhancement of biodiversity could make a particular contribution to other environmental benefits. Gloucestershire LNRS[81] Identifies key areas and flagship species for nature recovery, with the goal of restoring 30% of Gloucestershire's land for nature by 2030.

It is forecast that there will be an increase in the number of privately owned vehicles and the total distance travelled, reflecting long term trends in car ownership and mobility. However, with the requirement for 100% of new cars and vans to be zero emissions by 2035[82] it is expected that the share of petrol and diesel vehicles will reduce over time. It is forecast that electric vehicles will cover a higher percentage of vehicle kilometres (vkm) than diesel vehicles before 2030 and petrol vehicles

[77] State of Nature Partnership (2023), *State of Nature*. Available online at: https://stateofnature.org.uk/wp-content/uploads/2023/09/TP25999-State-of-Nature-main-report_2023_FULL-DOC-v12.pdf [Accessed 09/03/2026]
[78] IPCC (2022), *Climate Change 2022: Impacts, Adaptation and Vulnerability*. Available online at: https://www.ipcc.ch/report/ar6/wg2/ [Accessed 09/03/2026]
[79] UK Government (2021), *Environment Act 2021*. Available online at: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted [Accessed 09/03/2026]
[80] UK Government (1990), *Town and Country Planning Act 1990*. Available online at: https://www.legislation.gov.uk/ukpga/1990/8/section/106 [Accessed 09/03/2026]
[81] Gloucestershire County Council (2026), *Gloucestershire Local Nature Recovery Strategy*. Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/ecology-and-landscape/gloucestershire-local-nature-recovery-strategy/ [Accessed 09/03/2026]
[82] Department for Transport (2024), *Pathway for zero emission vehicle transition by 2035 becomes law*. Available online at: https://www.gov.uk/government/news/pathway-for-zero-emission-vehicle-transition-by-2035-becomes-law [Accessed 09/03/2026]

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before 2035[83]. While electric vehicle uptake is expected to increase over time to be covering around 80% of total car vkm by 2050[83]. The 2022 National Road Traffic Projections[84] show an increase in distance travelled from 2025 to 2060 under all scenarios, however NOx, PM10s and tailpipe CO_2 emissions are also projected to decrease in all scenarios[84]. This could have positive effects on reducing GHG emissions form the transport network.

Without the LTP, it is likely that the current trends in transport related effects on biodiversity will continue, noting that there may be some improvements arising from long-term reductions in vehicle emissions from some national policy changes. There are opportunities that will help to conserve and enhance biodiversity, and which would be expected to continue without the LTP. The LTP may also provide opportunities to increase biodiversity and natural capital assets including implementing nature recovery and green infrastructure (GI) along transport corridors.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-16** below.

Table 4-16 - Issues and Opportunities for Biodiversity

Key Issues & Opportunities	Consideration for the LTP
○ There are a wide range of statutory local, national and international sites designated for nature conservation across Gloucestershire, which may be affected by development and use of new transport infrastructure. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. ○ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. New transport routs and infrastructure will need to be carefully planned so that they do not cause adverse impacts to protected species. ○ New transport routes will need to be carefully planned so that they avoid	○ The LTP presents opportunities for the enhancement of biodiversity through the use of schemes for nature recovery, BNG, green infrastructure and nature centric design. These can be combined with priorities for wider ecosystems services benefits to deliver environmental gain for biodiversity and people. ○ The LTP presents opportunities to achieve BNG through the development of its policies and schemes. ○ There is scope to encourage the redevelopment of existing assets as well as build new, to focus development away from areas of high biodiversity and ecosystem service provision, and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in

[83] Department for Transport (2025), *Guidance Forthcoming change: operating cost parameters*. Available online at: https://www.gov.uk/government/publications/tag-forthcoming-changes/forthcoming-change-operating-cost-parameters [Accessed 09/03/2026]
[84] Department for Transport (2022), *National Road Traffic Projections*. Available online at: https://assets.publishing.service.gov.uk/media/6698c4f90808eaf43b50d193/national-road-traffic-projections-2022.pdf [Accessed 09/03/2026]

development next to or across water courses where possible.

- Ecosystem services are the benefits that nature provides to people, areas of high (potential) provision should be protected and enhanced.
- The development of new transport routes will need to pay regard to the enhanced biodiversity duty and the Local Nature Recovery Strategy
- There is the potential for development to incorporate nature protection and enhancement measures to contribute towards nature recovery and secure BNG.
- Views of vegetation from other modes of transport (e.g. along roads and railways) can enhance mental wellbeing, for example by reducing stress levels.

order to improve habitat connectivity.

- Enhancing the quality of transport 'soft estate' can also help improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits.
- There is potential for the LTP to reduce levels of pollution, including noise, air and light, minimising habitat and species disturbance.

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4.7 Landscape & Townscape

Summary of Current Baseline

Green Belt land is designated with the aim to prevent urban sprawl by keeping land permanently open. In total, 7,492 ha of land are designated Green Belt in Gloucestershire[85], **Table 4-17** shows the proportion of Green Belt in each District.

Table 4-17 – Proportion of Green Belt by District[86]

District or Borough	Proportion of total land area designated as Green Belt (%)
Gloucester	N/A
Cheltenham	11.7
Stroud	N/A
Forest of Dean	N/A
Tewkesbury	13.3
Cotswold	0.1

A National Landscape (previously referred to as an Area of Outstanding Natural Beauty (AONB)), is a designated landscape whose distinctive character and natural beauty are deemed precious enough to be safeguarded in the national interest. There is three National Landscape in Gloucestershire: The Cotswolds, Wye Valley, and Malvern Hills.

The Cotswolds National Landscape covers over 2,000km^2 and stretches from Warwickshire and Worcestershire in the north, to Wiltshire and Bath in the south. The underlying geology of the Cotswolds is Jurassic Limestone and the area is home to many important habitats including wildflower grasslands[87].

The Wye Valley National Landscape covers over 330km^2 from Mordiford (South East of Hereford) to Chepstow, 58 miles to the South[88]. The Wye Valley is also a SAC and is one of Britain's largest ancient woodlands and therefore provides a refuge for rare species[89].

The Malvern Hills National Landscape covers over 105km^2 and contains a large variety of landscape types across a small area, with ten different landscape types identified. Moreover, 10.9% of the

[85] Campaign to Protect Rural England (CPRE) (2018), *Gloucester and Cheltenham Green Belt*. Available online at: https://www.cpre.org.uk/wp-content/uploads/2019/11/Gloucester_factsheet_2018.pdf [Accessed 09/03/2026]
[86] Gov.uk (2025), *Local authority Green Belt statistics for England: 2024 to 2025.* Available online at: https://www.gov.uk/government/statistics/local-authority-green-belt-statistics-for-england-2024-to-2025 [Accessed 03/03/2026]
[87] Cotswolds National Landscape (2026), *Welcome to the Cotswolds National Landscape*. Available online at: https://www.cotswolds-nl.org.uk/ [Accessed 09/03/2026
[88] Wye Valley National Landscape (2026), *Wye Valley National Landscape Map.* Available online at: https://www.wyevalley-nl.org.uk/wye-valley-aonb-map/ [Accessed 09/03/2026]
[89] National Landscape Association (2026), *Wye Valley National Landscape / Tirwedd Cenedlaethol Dyffryn Gwy*. Available online at: https://national-landscapes.org.uk/national-landscapes/wye-valley [Accessed 09/03/2026]

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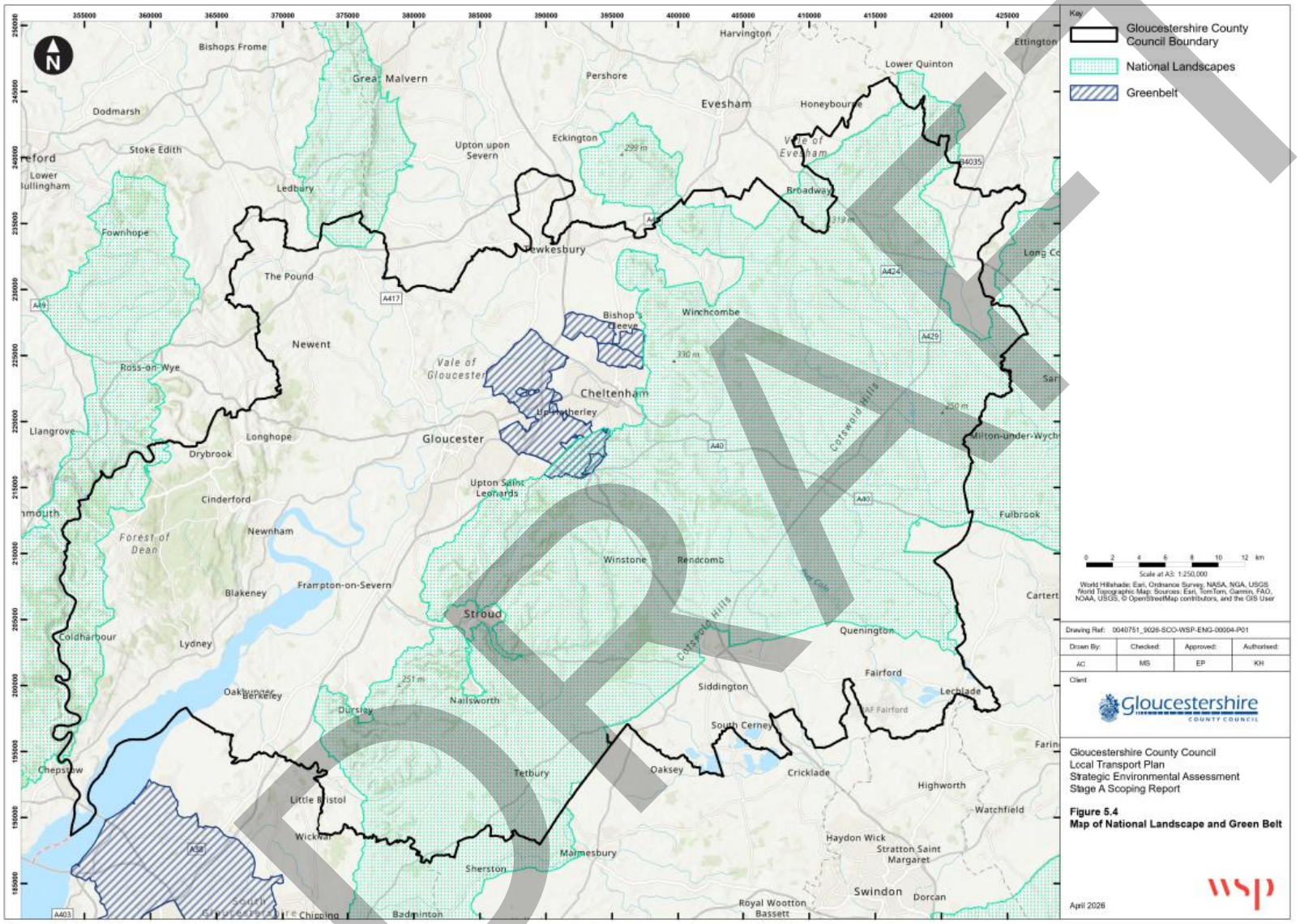
National Landscape is also designated as a SSSI, as well as the area containing some of the oldest rocks in England, dating back over 600 million years[90].

Figure 4-4 Shows National Landscapes and Green Belt in Gloucestershire.

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[90] Malvern Hills National Landscape (2026), *About the Malvern Hills National Landscape.* Available online at: https://www.malvernhills-nl.org.uk/about-the-area/ [Accessed 09/03/2026]

Figure 4-4 - National Landscapes (AONB) and Green Belt in Gloucestershire



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Gloucestershire falls within a number of Natural England's National Character Areas (NCAs). These are defined in **Table 4-18** below.

Table 4-18 – National Character Areas in Gloucestershire[91]

National Character Area	Description
100 – Herefordshire Lowlands	The Herefordshire Lowlands National Character Area (NCA) lies almost entirely within Herefordshire, with small areas to the north and east in Shropshire and Worcestershire and to the south-east in Gloucestershire. It is largely tranquil and rural in character but does include the larger settlements of Hereford and Leominster. There are small dispersed settlements of hamlets and villages, many of which contain older buildings with the local vernacular of black-and-white timber-framed buildings. Restored cider barns with characteristic double doors and historic farmsteads are also common.
104 – South Herefordshire and Over Severn	The South Herefordshire and Over Severn National Character Area (NCA) stretches from the border with the Forest of Dean in the south, north-westwards to Ewyas Harold in South Herefordshire and north-eastwards to the southern point of the Malvern Hills. Between these two northern points the boundary curves northwards in an arc around the Woolhope Dome. Stunning panoramic views are available from Garway Hill in the west and May Hill in the south-east across the NCA and beyond to up to 12 counties on a clear day.
105 – Forest of Dean and Lower Wye	The Forest of Dean and Lower Wye National Character Area (NCA) is bounded by the Wye Gorge, largely forming the Welsh border, to the west, the plain of South Herefordshire to the north, and the wide valley of the River Severn and Estuary to the south and east. The area is triangular in shape, tapering to a point in the south where the Wye opens into the low-lying Severn vale at Chepstow. The central plateau, lying between 150 m and 250 m, dominated by the statutory forest, opens out into an undulating landscape of arable and pasture to the south and the west.
106 – Severn and Avon Vales	The lower valleys of the rivers Severn and Avon dominate this low-lying open agricultural vale landscape made up of distinct and contrasting vales, including Evesham, Berkeley, Gloucester, Leadon, and Avon, with Cotswold outliers like Bredon Hill punctuating the otherwise flat vale landscape. The M5 motorway runs through the centre and the eastern edge of the area. A small proportion of the National Character Area (NCA) is urban and includes towns such as Worcester, Cheltenham, Gloucester and Stratford-upon-Avon, with its world famous Shakespearian connections. Industrial development is still important at Avonmouth and the archaeology/heritage of former industry is prominent around Sharpness Docks, Pill, Gloucester-Sharpness Canal and Stroudwater Canal. The majority of the area is used as agricultural land.

[91] Natural England (2026), *Natural England – National Character Area Profiles*. Available online at: https://nationalcharacterareas.co.uk/ [Accessed 03/03/2026]

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107 – Cotswolds	The Cotswolds form the best-known section of the predominantly oolitic Jurassic Limestone belt that stretches from the Dorset coast to Lincolnshire. The dominant pattern of the Cotswold landscape is of a steep scarp crowned by a high, open wold; the beginning of a long and rolling dip slope cut by a series of increasingly wooded valleys. The scarp provides a backdrop to the major settlements of Cheltenham, Gloucester, Stroud and Bath and provides expansive views across the Severn and Avon Vales to the west. Smaller towns and villages nestle at the scarp foot, in the valley bottoms and on the gentler valley sides at springlines. Scattered hamlets and isolated farmsteads are found on the higher ground. The limestone creates a strong sense of place and unity which carries through to the buildings and walls which have been built using local limestone for centuries. The distinctive character of the area is reflected in its designation as the Cotswolds Area of Outstanding Natural Beauty, with sixty five percent of the NCA being covered by this designation.
108 – Upper Thames Clay Vales	The Upper Thames Clay Vales National Character Area (NCA) is a broad belt of open, gently undulating lowland farmland on predominantly Jurassic and Cretaceous clays. Blenheim Palace World Heritage Site falls within the NCA, along with around 5,000 ha of the North Wessex Downs Area of Outstanding Natural Beauty (AONB) and smaller areas of the Chilterns AONB and the Cotswolds AONB. Two of its Special Areas of Conservation (SAC) are designated for their lowland meadow vegetation communities, while Little Wittenham SAC has one of the most studied great crested newt populations in the UK. There are contrasting landscapes, including enclosed pastures of the claylands with wet valleys, mixed farming, hedges, hedge trees and field trees and more settled, open, arable lands. Mature field oaks give a parkland feel in many places.
118 – Bristol, Avon Valleys and Ridges	The Bristol, Avon Valleys and Ridges National Character Area (NCA) encompasses the City of Bristol with its historic port, and the surrounding area including the Chew and Yeo valleys, Keynsham, Clevedon, Portishead and parts of the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty (AONB). The area is characterised by alternating ridges and broad valleys, with some steep, wooded slopes and open rolling farmland. It is flanked by the Somerset Levels and Moors and the Mendip Hills to the south, the Cotswolds to the east and the Severn and Avon vales to the west, which largely separates it from the Severn Estuary except for a small stretch of coastline between Clevedon and Portishead. It has a complex geology, being rich in geomorphological features such as the dramatic Avon Gorge, and there are many designated exposures and rich fossil beds. The varied settlement pattern has been influenced by the geology and geomorphology and the expansion of the City of Bristol at its centre. The M5 motorway runs up the western edge and the M4 skirts across the north of Bristol, with Bristol Airport to the south. Although the urban area covering this NCA is significant at over 21 per cent, much of the surrounding rural landscape is farmed.

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GCC has produced Landscape Character Assessments for various important landscape character areas in the County[92] alongside Historic Landscape Characterisation (HLC)[93].

Key settlements in Gloucestershire include Gloucester, Cheltenham, Stroud, Tewkesbury, and Cirencester with notable townscape character. Designations are covered in under Historic Environment (**Section 4.8**).

Future Baseline

Designated landscapes receive some statutory and planning policy protections; however, they may still be impacted directly and indirectly by changes to their setting and tranquillity due to increased traffic flows, change in land use, visitor pressure and light and noise pollution.

Climate change will also put pressure on designated landscape extreme weather will increase the stresses on ecosystems. Ongoing public funding constraints will continue to have an impact upon the management of designations.

Landscape and townscape character and quality is under particular threat from future development (including the construction and operation of transport infrastructure) through, for example, loss of tranquillity, increased lighting, visual intrusion, and the incremental loss of landscape features and characteristic elements.

Without the LTP, it is likely that current trends will continue. The LTP is likely to provide opportunities for improved transport infrastructure through, quality design, provision of GI and/or habitat creation.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-19** below.

Table 4-19 - Issues and Opportunities for Landscape and Townscape

Key Issues & Opportunities	Consideration for the LTP
○ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and townscapes, eroding character and quality, increasing pollution and eroding the visual amenity for residents.	○ The design of transport infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations.
○ Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key	○ Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such

[92] Gloucestershire County Council (No date) Landscape. Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/ecology-and-landscape/landscape/ [Accessed 18.08.26]

[93] Archaeology Data Service (2013) Gloucestershire Historic Landscape Characterisation (HLC) including the Cotswolds and the Wye Valley Areas of Outstanding Natural Beauty. Available online at: https://archaeologydataservice.ac.uk/archives/view/gloucs_hlc_2013/ [accessed 09.09.26]

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role in the enhancement of the natural and historic environment, visual amenity and physical and mental health of the community.

- Climate change will also put pressure on the landscape and townscape designations as extreme weather will increase stresses on ecosystems and urban centres.

as air, light and noise).

- The LTP must consider the importance of landscape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape, and instead respects it.
- There is potential for transport to improve access to towns and the countryside, to promote sustainable tourism and to provide greater awareness of the Cotswolds, Wye Valley, and Malvern Hills National Landscapes as well as other designated areas, including the natural and historic environment.
- Increasing access to the countryside, can greatly improve health and wellbeing.
- Implementing GI can help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity for wildlife in urban areas.

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4.8 Historic Environment

Summary of Current Baseline

Gloucestershire is home to a diverse range of historic and heritage assets including prehistoric barrows, Roman temples, villas and bathhouses, and medieval castles and churches, and many others. There are a number of designated assets throughout Gloucestershire[94], which have been set out in **Table 4-20** below. **Figure 4-5** shows designated historic sites in Gloucestershire.

Table 4-20 – Designated Heritage Assets in Gloucestershire[95]

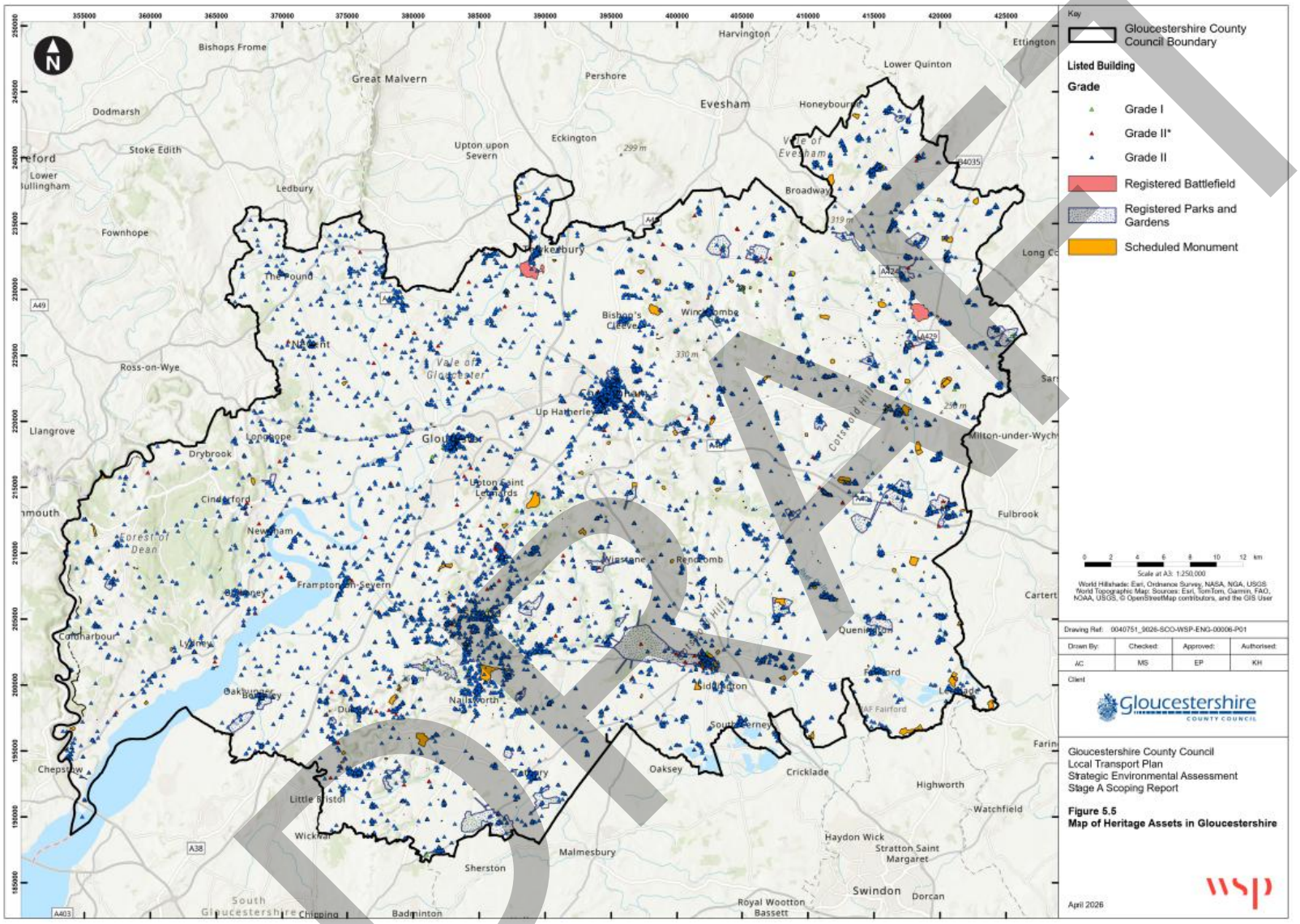
Designation	Number within Gloucestershire
Grade I Listed Building	262
Grade II* Listed Building	714
Grade II Listed Building	12,003
Scheduled Monument	478
Registered Park and Garden	57 (I – 8, II* – 18, II – 31)
Registered Battlefield	2

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[94] Historic England (No Date), *Search the List*. Available online at: https://historicengland.org.uk/listing/the-list/ [Accessed 03/03/2026]

[95] Information on designated heritage assets does not include South Gloucestershire.

Figure 4-5 - Designated Heritage Assets in Gloucestershire



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Gloucestershire's Historic Environment Record (HER)[96] is a record of all the County's archaeological remains (below or above ground), investigations, finds, and historic buildings, structures, battlefields, parks, gardens and landscapes. These can be designated or non-designated heritage assets.

Historic England's Heritage at Risk (HAR)[97] programme helps to understand the overall state of England's heritage sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. There are 113 assets on the HAR register in Gloucestershire[98, 99].

Local planning authorities are obliged to designate conservation areas in their regions that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. The purpose of a conservation area is not to prevent all development but rather to enable its careful management. **Table 4-21** identifies the conservation areas in Gloucestershire.

Table 4-21 – Conservation Areas by District

District or Borough	Number of Conservation Areas
Gloucester	14
Cheltenham	7
Stroud	41
Forest of Dean	27
Tewkesbury	14
Cotswold	144

Local Lists are created by local authorities to identify locally important heritage assets. Although not designated, these assets are material planning considerations and the National Planning Policy Framework (NPPF), adopted and draft Local Plan policies of constituent local planning authorities contain references to them. Gloucestershire Historic Environment Record (HER)[100] provides detailed information on undesignated heritage assets, archaeological sites, and finds in Gloucestershire.

Future Baseline

Protection of the historic environment is embedded in national and local planning policy, and this has been the case since 1990. Whilst direct adverse (physical) impacts on designated heritage assets are strongly restricted, adverse effects on the setting of designated heritage assets does still occur, for

[96] Gloucestershire County Council (2026), *Request archaeological data from Gloucestershire's Historic Environment Record (HER)*. Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/archaeology/request-archaeological-data-from-gloucestershires-historic-environment-record-her/ [Accessed 03/03/2026]
[97] Historic England (No date), *Heritage at Risk*. Available online at: https://historicengland.org.uk/listing/heritage-at-risk/ [Accessed 03/03/2026]
[98] Historic England (No date), *Search the Heritage at Risk Register*. Available online at: https://historicengland.org.uk/listing/heritage-at-risk/search-register/ [Accessed 03/03/2026]
[99] Information on heritage assets at risk include those within South Gloucestershire.
[100] Heritage gateway (2025) Gloucestershire Historic Environment Record. Available online at: https://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=98&id=4793 [accessed 18.08.26]

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example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue.

Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework[101]. In addition to the visual setting, 'setting' can also include intangible characteristics such as sound, smells and historic associations / relationship.

The number of vehicles on the roads is likely to increase as Gloucestershire's population rises, increasing air pollution and road traffic. This has the potential to impact both designated and non-designated heritage assets through direct impacts on fabric and through the degradation of setting which will affect significance. However, a transition to electric and zero emission vehicles may reduce air pollution in the future.

Expansion of roads and the development of new residential and commercial areas, to accommodate the increased number of private vehicles, road traffic, and population increase, will put pressure on land space and could adversely affect the significance of heritage assets through changes to their setting or through direct physical impacts.

Protection of the historic environment is likely to be maintained and monitored through existing local, regional and national plans and policies. Without the LTP there may be reduced opportunities for new development to enhance and support the local heritage character and strike the right balance between protection and enhancement and the need for development. The LTP presents opportunities to reduce the number of vehicles on local roads, reducing the degradation of heritage assets.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-22.**

Table 4-22 - Issues and Opportunities for the Historic Environment

Key Issues & Opportunities	Consideration for the LTP
○ There is potential for development to have a negative effect on the significance of heritage assets through changes to their settings from increased air pollution, noise, and visual effects which in turn could affect an asset's significance. ○ There is potential for transport infrastructure to impact designated and non-designated heritage assets and their character and setting, including historic townscape character and previously buried archaeological	○ There are opportunities for enhancing the setting of heritage assets through beneficial changes from the development of schemes that reduce traffic noise and enhance accessibility; for example through increased active transport options. ○ The LTP should seek to ensure that transport schemes conserve and enhance the significance of heritage assets including any contribution made by their settings.

[101] MHCLG (2026) National Planning Policy Framework. Available online at: National_Planning_Policy_Framework.pdf [Accessed 02/09/2026]

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remains.

- New and/or upgraded transport infrastructure across Gloucestershire has the potential to individually affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) which contribute to the impact on their overall significance. This is additionally affected by increased pressure from population growth.
- Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future scheme design, which should respect, retain, and protect the remains (e.g. through avoidance and redesign).
- There is potential for development to have implications for assets on the Heritage at Risk register, either now or in the future.

There is potential for development to impact heritage assets through visual intrusion and pollution;

There is potential for discovery and impact on important archaeology, particularly in areas of proposed growth or new transport infrastructure. Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic areas could improve the historic environment.

- Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism.
- Scheme design should consider and respond to the local context, including the character of historic landscapes and townscapes, rural settlements and urban areas.
- There may be opportunities to enhance the historic environment by removing insensitive past schemes and/or reducing severance.

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- Improved transport infrastructure could improve access to and enjoyment of heritage assets.

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4.9 Water Environment

Summary of Current Baseline

Gloucestershire falls within both the Severn and the Thames River Basin Districts[102]. Within the Severn River Basin District there are 11 Management Catchments. Gloucestershire lies in the Severn Vale, Avon Bristol and Somerset North Streams, and Avon Warwickshire Management Catchments. Within these, 10 operational catchments are within Gloucestershire:

- Severn Lower Vale (8 waterbodies);
- Avon Bristol Rural (73 waterbodies);
- Avon - Midlands West (22 waterbodies);
- Avon Rural Rivers and Lakes (35 waterbodies);
- Gloucester Trib (5 waterbodies);
- Chelt Hatherley and Normans Brook (6 waterbodies);
- Severn River and Trib (7 waterbodies);
- Leadon (8 waterbodies);
- Forest of Dean (6 waterbodies); and
- Frome and Cam (11 waterbodies).

Within the Thames River Basin District there are 20 Management Catchments. Gloucestershire lies in the Gloucestershire and the Vale, and the Cotswolds Management Catchments. Within these, there are three operational catchments within Gloucestershire:

- Thames Upper (35 waterbodies);
- Evenlode (18 waterbodies); and
- Windrush (19 waterbodies).

In the UK the quality of surface water is assessed for ecological status and chemical status[103]. A range of quality elements are assessed in each water body and ecological status has a range of possible scores (Bad, Poor, Moderate, Good or High), chemical status can be classed as Good or Fail. For a water body to achieve good status, every element assessed must be at good status or better. **Table 4-23** sets out the ecological status and **Table 4-24** sets out the chemical status of the water bodies in the main operational catchments in Gloucestershire.

Table 4-23 – Ecological Status of Waterbodies in Gloucestershire

Ecological Status or Potential	Bad	Poor	Moderate	Good	High
Severn River Basin District					

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[102] Environment Agency (No Date), *Catchment Data Explorer*. Available online at: https://environment.data.gov.uk/catchment-planning [Accessed 05/03/2026]
[103] Environment Agency (2022), *River basin management plans, updated 2022: current condition and environmental objectives*. Available online at: https://www.gov.uk/government/publications/river-basin-management-plans-updated-2022-current-condition-and-environmental-objectives/river-basin-management-plans-updated-2022-current-condition-and-environmental-objectives [Accessed 05/03.2026]

Severn Lower Vale	0	1	6	1	0
Avon Bristol Rural	0	16	46	11	0
Avon - Midlands West	0	6	15	1	0
Avon Rural Rivers and Lakes	1	8	26	0	0
Gloucester Trib	0	0	5	0	0
Chelt Hatherley and Normans Brook	0	1	5	0	0
Severn River and Trib	0	1	6	0	0
Leadon	0	3	5	0	0
Forest of Dean	0	2	3	2	0
Frome and Cam	0	0	9	2	0
Thames River Basin District					
Thames Upper	1	7	24	3	0
Evenlode	0	6	12	0	0
Windrush	2	6	9	2	0

Table 4-24 - Chemical Status of Waterbodies in Gloucestershire

Chemical Status	Fail	Good
Severn River Basin District		
Severn Lower Vale	8	0
Avon Bristol Rural	73	0

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Avon - Midlands West	22	0
Avon Rural Rivers and Lakes	35	0
Gloucester Trib	5	0
Chelt Hatherley and Normans Brook	6	0
Severn River and Trib	7	0
Leadon	8	0
Forest of Dean	6	0
Frome and Cam	11	0
Thames River Basin District		
Thames Upper	35	0
Evenlode	18	0
Windrush	19	0

The WFD Regulations[104] sets an objective of aiming to achieve at least 'good' status for all waterbodies by a set deadline specific for each waterbody. Most of the monitored waterbodies are 'main rivers' that are under the jurisdiction of the Environment Agency. **Table 4-23** shows that the current ecological status for most of the water bodies in Gloucestershire only meet Moderate status. Of the 253 waterbodies within these operational catchments, only 22 meet Good status, which is far below the WFD target. 61 Waterbodies are Bad or Poor ecological status.

The chemical status for all the water bodies in the main operational catchments is classified as Fail, as shown in **Table 4-24**, this is the same across the UK due to a change in assessment methodology in 2019 by the Environment Agency[105]. There are four groups of global pollutants that are present in water bodies causing them to fail, these are polybrominated diphenyl ethers (PBDEs - a group of brominated flame retardants); Mercury; certain Polycyclic aromatic hydrocarbons (PAHs) and Perfluorooctane sulfonate (PFOS) a group of per-and polyfluoroalkyl substances (PFAS).

The reasons for not achieving good is predominantly due to agriculture and rural land management, urban and transport runoff, and water industry discharges. Whereby there is pollution from towns, cities and transport, wastewater, and physical modification which change the natural flow of the river.

Groundwater is an important asset for drinking water. A large portion of Gloucestershire is designated as Source Protection Zone area to safeguard drinking water abstraction sites from activities that may impact drinking water quality[106].

[104] DEFRA (2014), *Water Framework Directive implementation in England and Wales: new and updated standards to protect the water environment*. Available online at: https://assets.publishing.service.gov.uk/media/5a7f00e740f0b62305b84861/river-basin-planning-standards.pdf [Accessed 05/03/2026]

[105] Environment Agency (No Date) How to use Catchment Data Explorer. Available online at: https://environment.data.gov.uk/catchment-planning/help/usage#chemical-status [Accessed 03/03/2026]

[106] DEFRA (No Date), *Magic Map*. Available online at: https://magic.defra.gov.uk/MagicMap.html [Accessed 09/03/2026]

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Potable water in Gloucestershire is provided by Severn Trent Water, with principal sources being 33.3% groundwater and approximately 66.6% from surface water sources[107].

National flood zone data for rivers and sea correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding. The government's flood map[108] for planning shows that portions of Gloucestershire lie within flood risk zones 1, 2, and 3, specifically along statutory main rivers. Similarly for surface water, some areas of Gloucestershire are at risk of flooding under the 1 in 30, 1 in 100, and 1 in 1,000 year flood events, there areas are predominantly those of low topography or along roads and watercourses.

The Gloucestershire Local Flood Risk Management Strategy (LFRMS)[109] identifies that flooding poses a significant risk from rivers, surface water and less frequently, ground water flooding. Figures show that Gloucestershire Fire and Rescue Service attended 295 flooding in 2024, up from 147 in 2023 and even more so from 2019 figures of 89 incidents[110]. In the summer of 2007, Gloucestershire experienced one of worst flooding emergencies the UK has seen. Since then, there have significant flooding events in 2012, 2014, and 2019/20[111].

Future Baseline

In terms of water quality, the requirements of the WFD Regulations should lead to continued improvements to water quality in watercourses. However, water quality is also likely to continue to be affected by pollution incidents in the area from impacts such as runoff from urban, transport and agricultural areas, the presence of non-native species and physical modifications to water bodies.

Meeting water supply demand over the next 25 years will likely be challenging. Water deficits may develop across England by the 2050s due to climate change; this would be exacerbated by population growth. Severn Trent's WRMP[112] identifies that its future supply/demand deficit by 2040 will be 290 Ml/d is set to increase to 600 Ml/d by 2050. Thames Water's WRMP[113] states that it expects total demand (before intervention) to increase by 270 Ml/d by 2050.

At a regional level, the future implications of climate change projections include: increased flood events leading to damage to property and disruption to economic activity; water shortages and drought; and higher incidence of damage to transportation, utilities, property and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds, and flooding).

[107] Severn Trent (2026), *About your water.* Available online at: https://www.stwater.co.uk/my-supply/tap-water/about-your-water/ [Accessed 09/03/2026

[108] UK Government (No Date), *Flood Map for Planning*. Available online at: https://flood-map-for-planning.service.gov.uk/map?cz=389013.1,220125.2,11.39249 [Accessed 09/03/2026]

[109] Gloucestershire County Council (2014), *Local Flood Risk Management Strategy*. Available online at: https://www.gloucestershire.gov.uk/media/zzojevs5/local-flood-risk-management-strategy-main-document-pdf-17-mb.pdf [Accessed 09/03/2026]

[110] The Forest of Dean and Wye Valley Review (2025), *Fire and rescue services attend hundreds of flooding incidents in Gloucestershire*. Available online at: https://www.theforestreview.co.uk/news/fire-and-rescue-services-attend-hundreds-of-flooding-incidents-in-gloucestershire-786377 [Accessed 10/03/2026]

[111] Gloucestershire County Council (2023), *Introduction.* Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/flood-risk-management/flooding-information/flood-guide/about-this-guide/ [Accessed 10/03/2026]

[112] Severn Trent (2024), *Water Resources Management Plan 2024 – Main Narrative*. Available online at: https://www.severntrent.com/content/dam/wrmp24-documents-and-data-tables-st/final-WRMP24-Main-Narrative.pdf [Accessed 10/03/2026]

[113] Thames Water (2024), *Water Resources Management Plan 2024 – Section 3 - Demand Forecast*. Available online at: https://www.thameswater.co.uk/media-library/fwob0ut1/demand-forecast.pdf [Accessed 10/03/2026]

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Without the LTP, the currently predicted trends are likely to continue. Without the LTP there will be a less coordinated approach to the delivery of transport structure and therefore a slower shift towards the use of more sustainable transport modes. The LTP presents opportunities to provide a targeted approach to addressing flood risk and water quality issues from the transport network. It could support Sustainable Drainage Systems (SuDS) and Green Infrastructure (GI) requirements within new infrastructure developments in order to adapt to climate change, counteract flood risk, and reduce pollution.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-25** below.

Table 4-25 - Issues and Opportunities for the Water Environment

Key Issues & Opportunities	Consideration for the LTP
○ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as habitats. ○ Of the 253 water bodies identified, just 22 are achieving 'good' status, falling far short of the WFD target. ○ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across Gloucestershire. ○ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. ○ Upgrading existing infrastructure provides the opportunity to improve pollution control, including the use of SuDS and GI.	○ New transport infrastructure could result in improved drainage, reducing discharge from roads and surface water flooding. ○ LTP should encourage use of public and sustainable transport to reduce pollution from private vehicles on the road. ○ LTP should ensure that development in close proximity to a watercourse should include provision of natural, undeveloped buffer zones. These can help contribute to natural flood management whilst also allowing access for maintenance and emergency works. ○ LTP should seek to incorporate SuDS and GI within new developments in order to adapt to climate change, provide pollutant filtration, and counteract flood risk. ○ The LTP should seek to protect groundwater, particularly in Source Protection Zones, from serious pollution risk.

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4.10 Air Quality and Noise

Summary of Current Baseline

Poor air quality is a significant public health issue and there is clear evidence that particulate matter has a significant contributory role in mortality. Each year in the UK between 28,000 and 36,000 deaths are attributed to long-term exposure to poor air quality[114]. Air pollution can also be linked to cardiovascular disease, diabetes and dementia. Sufferers of chronic respiratory diseases such as chronic obstructive pulmonary disease (COPD) and asthma are especially vulnerable to the effects of air pollutants. Air pollution has also been shown to have an increased health impact on those in lower socio-economic groups.

The UK Government designates Air Quality Management Areas (AQMAs) where the area will not meet the National Air Quality Objectives. High levels of air pollution in these areas may affect health. There is one AQMA designated in Gloucestershire (Birdlip AQMA) located in Cotswold District.

The most significant air pollutants from the transport sector are nitrogen oxides (NO_X) and particulate matter (PM). Transport contributed a substantial portion of these air pollutants to the UK's domestic total: a third of nitrogen oxides, 14% of $PM_{2.5}$ emissions, and 12% of PM_{10} emissions came from transport in 2020[115].

Poor air quality also contributes to the deterioration of ecological receptors. Ecosystems are negatively impacted by air pollution, and in the UK, this has caused widespread change to sensitive ecosystems[116]. Nitrogen compounds (e.g. ammonia and nitrogen oxides) cause significant damage to sensitive ecosystems[117]. Long-term deposition of high concentrations of these pollutants can cause reduced plant species richness and diversity, as plant species that are tolerant to excess nutrients are more likely to survive in the polluted environment. This is particularly concerning for designated sites of biological importance.

Natural England state that air pollution and dust can impact habitats[118]. Dust can directly damage the leaves of plants and affect their ability to photosynthesise and respire. Air pollution can also be a toxin to plants through changes to pH or increased heavy metal concentration.

Air quality in Gloucestershire has been improving, which has led to most of the County's AQMAs being revoked with one AQMA in Cheltenham revoked in August 2025, three AQMAs in Gloucester revoked in December 2025, and one AQMA in Forest of Dean revoked in January 2026.

The uptake of electric vehicles (EV) is likely to have contributed to improved air quality. With the exception of Gloucester, in Gloucestershire Ultra Low Emissions Vehicles (ULEV) ownership was

[114] UK Government (2019), *Public Health England publishes air pollution evidence review*. Available online at: https://www.gov.uk/government/news/public-health-england-publishes-air-pollution-evidence-review [Accessed 02/03/2026]
[115] Department for Transport (2022), *Transport and environment statistics 2022 (2020 data)*. Available online at: https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#air-pollution [Accessed 10/03/2026]
[116] Joint Nature Conservation Committee (2023), *Air Pollution*. Available online at: https://jncc.gov.uk/our-work/air-pollution/ [Accessed 10/03/2026]
[117] Department of Agriculture, Environment and Rural Affairs (No Date), *Effects of air pollution on natural ecosystems*. Available online at: https://www.daera-ni.gov.uk/topics/effects-air-pollution-natural-ecosystems [Accessed 10/03/2026]
[118] Natural England (2024), *Natural England's Impact Risk Zones for Sites of Special Scientific Interest*. Available online at: https://magic.defra.gov.uk/metadata_for_magic/sssi%20irz%20user%20guidance%20magic.pdf [Accessed 10/03/2026]

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above the national average in 2024, as shown in **Table 4-26**[119]. Low emissions vehicles are likely to have a positive impact on air quality and noise pollution.

Table 4-26 – ULEV ownership in Gloucestershire by district authority

District or Borough	ULEVs per 100,000 population in 2024
UK	837
Gloucester	634
Cheltenham	959
Stroud	1,466
Forest of Dean	1,041
Tewkesbury	1,274
Cotswold	1,659

In Gloucestershire in July to September 2025 there were 18,967 licensed ULEVs[120].

Noise Important Areas (NIAs) are hotspots where the highest 1% of noise levels from roads and railway at residential locations can be found. There are a number of NIAs in Gloucestershire, particularly along key roads such as the M5, M50, A38, and A40, concentrated in and around the town centres and along major roads[121].

Data from the England Noise Viewer[121] shows that roads such as the M5, M50, and sections of A38, A40, and A417 create significant noise with noise levels exceeding 55 decibels (dB) in areas within 1km of the source (Day Night Average Sound Level (Lden), 24-hour annual average noise levels with weightings applied for the evening and night periods). Areas affected are exacerbated where major roads merge and in locations where roads and railways cross. Railway noise is concentrated along mainline rail which runs from Exeter, through Bristol, Gloucester, Cheltenham, and through to Birmingham.

Future Baseline

The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030[122]. This will include reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile organic compounds.

More severe and frequent heat episodes (associated with the changing climate) can also worsen air quality, and therefore asthma, respiratory diseases and allergic reactions.

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[119] UK Parliament (2024), *Local area data: Electric vehicles and charging points*. Available online at: https://commonslibrary.parliament.uk/local-authority-data-electric-vehicles-and-charging-points/ [Accessed 05/03/2026]
[120] LG Inform (2026), *Total number of licensed ultra low emission vehicles (ULEVs) in Gloucestershire*. Available online at: https://lginform.local.gov.uk/reports/lgastandard?mod-metric=24835&mod-area=E10000013&mod-group=AllCountiesInCountry_England&mod-type=namedComparisonGroup [Accessed 10/03/2025]
[121] Extrium (2026), *England Noise and Air Quality Viewer*. Available online at: http://extrium.co.uk/noiseviewer.html [Accessed 10/03/2026]
[122] DEFRA (2019), Clean Air Strategy 2019. Available online at: https://www.gov.uk/government/publications/clean-air-strategy-2019 [Accessed 10/03/2026]

It is forecast that there will be an increase in the number of privately owned vehicles and the total distance travelled, reflecting long term trends in car ownership and mobility. However, with the requirement for 100% of new cars and vans to be zero emissions by 2035[82] it is expected that the share of petrol and diesel vehicles will reduce over time. It is forecast that electric vehicles will cover a higher percentage of vehicle kilometres (vkm) than diesel vehicles before 2030 and petrol vehicles before 2035[83]. While electric vehicle uptake is expected to increase over time to be covering around 80% of total car vkm by 2050[83]. The 2022 National Road Traffic Projections[84] show an increase in distance travelled from 2025 to 2060 under all scenarios, however NOx, PM10s and tailpipe CO_2 emissions are also projected to decrease in all scenarios[84]. This could have positive effects on reducing GHG emissions form the transport network.

Future trends in noise targets are expected to focus on more stringent criteria, where the link between health effects and noise begins to be better understood. Additionally, future climate change effects will likely result in an increase in ambient temperatures and for longer periods, creating a need to seek thermal relief, which generally with existing housing stock tends to be satisfied by opening of windows, thus increasing exposure to noise.

Without the LTP, current trends are likely to continue and air quality and noise pollution may improve due to increased use of Electric Vehicles which are less polluting. The LTP presents opportunities to further reduce air and noise pollution in Gloucestershire by targeting pollution from the transport network such as from congestion and the number of vehicles on the region's roads, as well as encouraging sustainable transport modes.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-27** below.

Table 4-27 - Issues and Opportunities for the Air Quality and Noise

Key Issues & Opportunities	Consideration for the LTP
○ The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. ○ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. ○ Air quality issues across Gloucestershire can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality. ○ A transition to electric vehicles is likely	○ There is the potential that improved transport links will facilitate traffic flows, reduce idling times and thus improving air quality locally. However, an improved highway network could also result in increased usage, thus increasing emissions. ○ A modal shift to sustainable transport modes (public transport and active transport), should be an objective of the LTP to aid in reducing emissions and car dependency. ○ There is a potential for improvements to support the development of electric charging facilities and promote uptake of electric vehicles in line with the UK Government's plan to end the sale all

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to reduce air and noise pollution.

- Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines.
- Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health.
- Transport noise can adversely affect biodiversity including nesting and feeding habits of many species.
- Increased noise exposure, vehicle pollution, and effects from climate change can also have negative impacts on designated sites including the National Landscapes, and heritage assets.

new conventional petrol and diesel cars and vans by 2035. This will likely reduce air and noise pollution.

- The LTP should aim to improve congested areas of Gloucestershire, minimising excess emissions where possible and aiding in improving air quality.
- LTP should take consideration for areas with existing high noise exposure.

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4.11 Climate Change & Greenhouse Gases

Summary of Current Baseline

The UK's climate change policy aims for net zero emissions by 2050 and includes legally binding targets for emissions reductions[123]. Key aspects include the Net Zero Strategy, Carbon Budgets, and various policies aimed at decarbonising sectors like power, transport, and buildings. Climate change adaptation describes actions that can be taken or measures that can be put in place to help adapt to the projected changes in the climate. These include increased temperatures, droughts, heatwaves, and intense periods of rainfall and flooding.

In 2023, an estimated 32% of GHGs in the UK were from the transport sector, 22% domestic, 15% industry, 14% agriculture, 8% commercial, 6% waste, 3% public sector, 0.3% Land Use, Land-Use Change and Forestry (LULUCF) Net Emissions. Carbon dioxide (CO_2) was the most prominent gas from these sectors besides agriculture, waste, and LULUCF net emissions[124]. In 2023, transport accounted for 113.3 $MtCO_2e$ of GHG emissions, which represents a 6% increase from 2020, but an 11% decrease compared with 2019 figures. The impact of the pandemic in 2020 caused transport emissions to fall, attributable to lockdown measures introduced.

In Gloucestershire GHG emissions have decreased from 5,629.7kt CO_2e in 2005 to 3,319.6kt CO_2e in 2023 (41% decrease)[124]. The transport sector contributed the largest proportion of greenhouse gases each year, followed by 'Domestic total'.

Table 4-28 presents the total emissions in Gloucestershire in 2023 compared to regional and national totals.

Table 4-28 – 2023 Emissions in Gloucestershire, South West England, and England

Emissions per Area	Total Emissions (kt CO_2e)	Per Capita Emissions (t CO_2e)	Transport Related Emissions (kt CO_2e)
Gloucestershire	3,319.6	5.0	1,383.9
South West England	28,514.3	4.9	10,686.7
England	275,589.3	4.8	93,951.8

During the most recent decade (2009-2018) the UK has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than 1961-1990[125]. All of the top ten warmest years have occurred since 2002. In the past few decades there has been an increase in annual average rainfall over the UK, for which the most recent decade (2009–2018) has been on average 5% wetter than 1961–1990 and 1% wetter than 1981-2010.

[123] HM Government (2008), *Climate Change Act 2008*. Available online at: https://www.legislation.gov.uk/ukpga/2008/27/contents [Accessed 02/03/2026]
[124] GOV UK (2025), *UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023*. Available online at: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023 [Accessed 02/03/2026]
[125] DEFRA, DBEIS, Met Office, and Environment Agency (2022), *UK Climate Projections: Headline Findings August 2022*. Available online at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18_headline_findings_v4_aug22.pdf [Accessed 10/03/2026]

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Sea level rising, coastal erosion, increased severity and frequency of severe weather events such as storms and droughts and changes in temperatures are likely impacts of climate change. Climate change impacts in Gloucestershire include more regular droughts, which will likely impact flooding of properties and businesses and wildfires and impacts to agriculture, forestry, heritage, and public health and social care[126].

Future Baseline

The UK is committed to legally binding GHG emissions reduction targets of 100% by 2050, compared to 1990 levels, as set out in the Climate Change Act 2008 (as amended in 2019)[127]. The UK ratified the 2015 Paris Agreement, which set out a GHG emission reduction target of at least 43% by 2030, compared to 1990[128]. However, a more ambitious target was set by the UK in 2020 to reduce GHG emissions by at least 81% by 2035, compared to 1990 levels[129].

Climate change projections utilise climate baseline data to estimate future changes in climate, enabling policymakers and planners to identify risks and opportunities and develop strategies for adaptation and mitigation. The IPCC defines the term "climate projection" as "*a simulated response of the climate system to a scenario of future emission or concentration of greenhouse gases (GHGs) and aerosols, generally derived using climate models*" [130].

As required by the Climate Change Act 2008, the UK Government produces a Climate Change Risk Assessment (CCRA) every five years, with the first UK CCRA being published in 2012. The CCRA considers sixty-one UK-wide climate risks and opportunities cutting across multiple sectors of the economy.

The UK CCRA3 (2022) summarises how the climate in England has already changed:

- Annual temperatures have seen an increase of 0.9°C from mid-1970s to mid-2010s;
- Annual mean rainfall has increased by 4.5% from mid-1970s to mid-2010s;
- Sunshine has seen an increase of 9.2% from mid-1970s to mid-2010s;
- UK-wide increase in extreme heat events however there is currently little evidence on changes in extreme rainfall; and
- UK-wide increase of ~1.4mm sea level rise per year since 1901 (16cm to date).

The UK CCRA3 also utilises UKCP18 data from a 1981 – 2000 baseline to project how the climate will change in the future[131]:

[126] Gloucestershire County Council (2025), *New report highlights key risks to county from climate change*. Available online at: https://www.gloucestershire.gov.uk/gcc-news/2025-news-archive/news-november-2025/new-report-highlights-key-risks-to-county-from-climate-change/ [Accessed 10/03/2026]
[127] HM Government (2008), *Climate Change Act 2008*. Available online at: https://www.legislation.gov.uk/ukpga/2008/27/contents [Accessed 02/03/2026]
[128] UNCC (2015), *Paris Agreement*. Available online at: https://unfccc.int/process-and-meetings/the-paris-agreement [Accessed 10/03/2026]
[129] UK Government (2025), *UK's 2035 Nationally Determined Contribution (NDC) emissions reduction target under the Paris Agreement*
. Available online at: https://www.gov.uk/government/publications/uks-2035-nationally-determined-contribution-ndc-emissions-reduction-target-under-the-paris-agreement [Accessed 09.09.2026]
[130] IPCC (2018), *Special Report: Global Warming of 1.5 ºC – Glossary.* Available online at: https://www.ipcc.ch/sr15/chapter/glossary/#:~:text=Climate%20model,Earth%20system%20model%20(ESM). [Accessed 10/03/2026]
[131] UK Climate Risk (2022), *Evidence for the third UK Climate Change Risk Assessment (CCRA3)*. Available online: https://www.ukclimaterisk.org/wp-content/uploads/2021/06/CCRA-Evidence-Report-England-Summary-Final.pdf [Accessed 10/03/2026]

- Annual temperatures in England are expected to rise by 1.3°C by the 2050s and between 1.4 – 2.4°C by the 2080s;
- In winter, rainfall is expected to increase by approximately 6% by the 2050s and by between 8% – 13% by the 2080s. Conversely, summer rainfall is expected to decrease by approximately 15% by the 2050s and by 15% – 22% by the 2080s;
- The frequency and intensity of extreme temperature and rainfall events is likely to increase in future. In the south-east, temperatures above 35°C may become increasingly common, and temperatures exceeding 40°C may also become more likely;
- Using scenarios for London, sea level is expected to rise by between approximately 23 – 29cm by the 2050s and by approximately 45 – 78cm by the 2080s.

The changes in average temperatures and rainfall as a result of climate change are likely to cause hotter, drier summers which will potentially result in:

- Increased maximum summer temperatures that are likely to lead to increased thermal discomfort in buildings;
- Increased health problems in the summer, including heat related deaths and those linked to high air pollution. Elevated summer temperatures cause health problems both directly and indirectly, via elevated levels of air pollutants;
- Increased summer water shortages as summer rainfall decreases;
- Growth in summer tourism;
- Changes to the natural environment including impacts on habitats and species associated with changing temperatures and water availability (in both summer and winter).

A reduction in the number and severity of annual frosts and snowfall, caused by the likely increased temperatures during the winter months which could lead to longer growing seasons for suitable crops and grasslands;

- Less cold weather transport disruption;
- Reduced demand for winter heating;
- Less cold weather related illnesses;
- Increased river and urban flooding, due to the increased incidence and severity of extreme rainfall events;
- Increased pressure on sewer systems with associated water quality impacts;
- Increased localised flooding as a result of pressures on the sewerage/drainage network due to exceeded capacity.

In line with the projected changes in climate, there will be an increasing need to implement climate change mitigation and adaptation measures into the transport system in order to prepare for the impacts of climate change.

It is forecast that there will be an increase in the number of privately owned vehicles and the total distance travelled, reflecting long term trends in car ownership and mobility. However, with the requirement for 100% of new cars and vans to be zero emissions by 2035[82] it is expected that the share of petrol and diesel vehicles will reduce over time. It is forecast that electric vehicles will cover a higher percentage of vehicle kilometres (vkm) than diesel vehicles before 2030 and petrol vehicles before 2035[83]. While electric vehicle uptake is expected to increase over time to be covering around 80% of total car vkm by 2050[83]. The 2022 National Road Traffic Projections[84] show an increase in distance travelled from 2025 to 2060 under all scenarios, however NOx, PM10s and tailpipe CO_2 emissions are

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also projected to decrease in all scenarios[84]. This could have positive effects on reducing GHG emissions form the transport network.

GCC declared a climate emergency in 2019[132]. The council produced the Greener Gloucestershire Action Plan[133] that sets out how the council will respond to issues that arise due to climate change across ten key themes.

Without the LTP, climate change is likely to result in more frequent and severe weather in the future. The LTP could improve transport infrastructure in Gloucestershire to make it more resilient to the effects of climate change and reduce GHG emissions during construction and operation (including embodied carbon). It will likely support sustainable transport modes, including active and public transport, which in turn will aid in reducing the amount of GHGs the transport network produces.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-29** below.

Table 4-29 - Issues and Opportunities for the Climate Change and Greenhouse Gases

Key Issues & Opportunities	Consideration for the LTP
○ Transport is the largest contributor to greenhouse gas emissions in Gloucestershire. ○ There is a need to ensure climate resilience of transport infrastructure in Gloucestershire. ○ The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population emit in the coming decades. ○ Climate change is likely to cause more frequent and severe extreme weather such as droughts and flooding. ○ Effects from climate change can damage and/or impact the setting of designated sites including the National Landscapes, and heritage assets.	○ There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding. ○ There is a need to support the continued increase in infrastructure to support the demand in electric cars. ○ There is a need for a modal shift to more sustainable transport (active transport and public transport). ○ There is a need to support the reduction of GHG emissions within the transport industry towards net-zero through the better provision of sustainable transport. ○ Site selection should account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where

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[132] Gloucestershire County Council (no date), *Journey to net zero*. Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/greener-gloucestershire-dashboard/useful-information/transport/journey-to-net-zero/ [Accessed 10/03/2026]

[133] Gloucestershire County Council (2024), *Adaptation*. Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/greener-gloucestershire-dashboard/useful-information/climate-leadership-gloucestershire-clg/greener-gloucestershire-action-plan/ [Accessed 10/03/2026]

	road drainage may impact on water quality issues. ○ LTP could maximise opportunities to integrate SuDS, nature recovery and GI along transport corridors, which can contribute towards lowering the Urban Heat Island effect.

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4.12 Land Use, Soils and Geology

Summary of Current Baseline

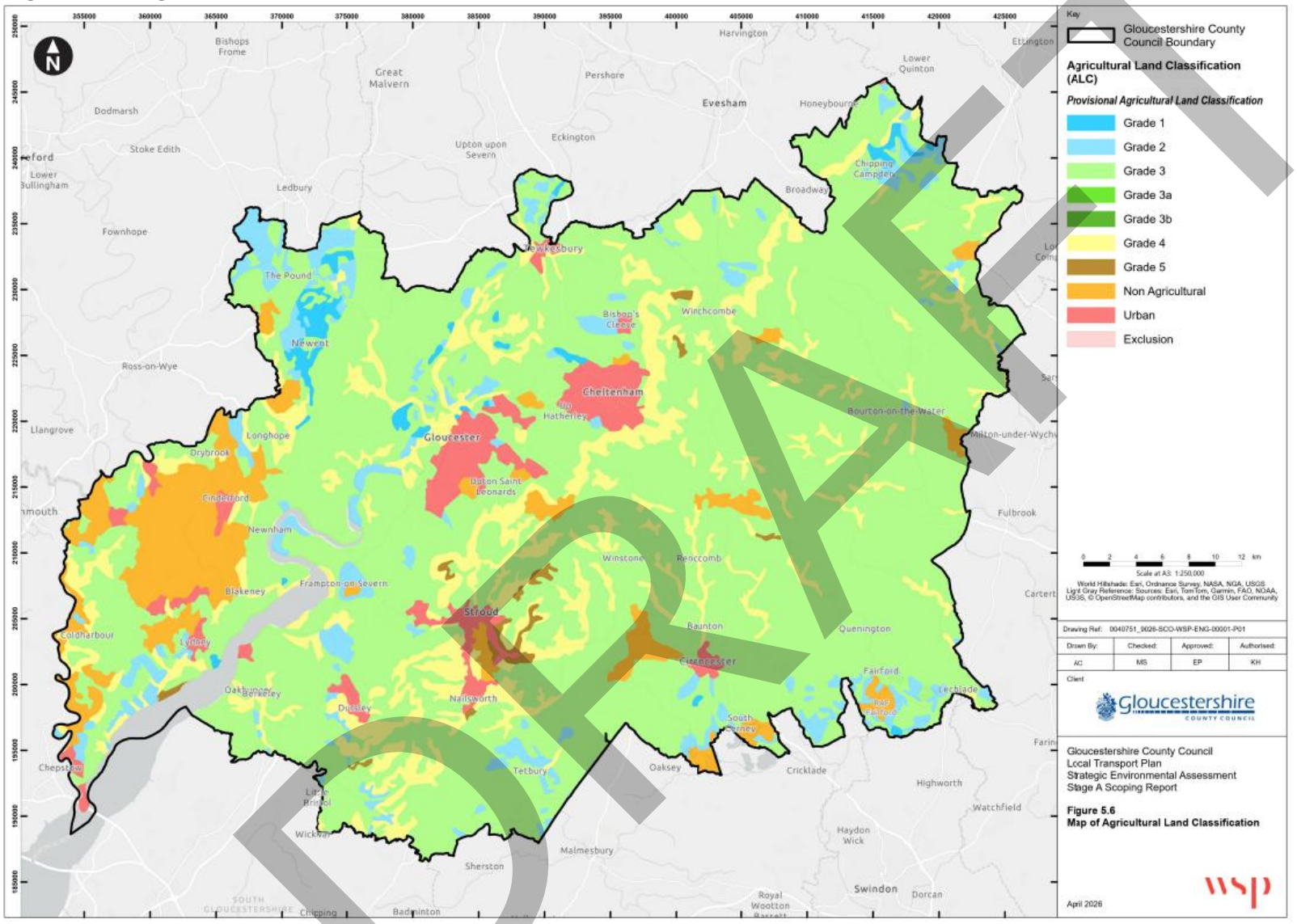
According to Natural England's Agricultural Land Classification[134] the majority of Gloucestershire is classified as Good to Moderate (Grade 3) agricultural land, with some areas of Very Good (Grade 2) and Excellent (Grade 1) agricultural land in the North West and North East. Gloucestershire also contains several areas of Urban and Non-Agricultural land.

Figure 4-6 shows the Agricultural Land Classification in Gloucestershire.

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[134] Natural England (2010), *Regional Agricultural Land Classification*. Available online at: https://publications.naturalengland.org.uk/publication/144017?category=5954148537204736 [Accessed 10/03/2026]

Figure 4-6 - Agricultural Land Classification



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The Minerals Local Plan for Gloucestershire 2018-2032[135] states that the main minerals worked in Gloucestershire, or could be worked in the future, are clay; coal; limestone; sand and gravel (including sharp and soft sands); and sandstone.

Future Baseline

Due to projected population increases, there will be a need for development (including transport infrastructure) to support growth. This development is likely to increase pressure upon agricultural land, which could potentially result in the loss of some of the region's best and most versatile land.

Agricultural areas are also at risk from climate change. Projections of increased flooding and drought may lead to the loss of important agricultural areas, through compaction, waterlogging and erosion of soil.

As of the end of 2023 the remaining Sand and Gravel reserve in Gloucestershire was approximately 3.71Mt, while the remaining Crushed Rock reserve stood at 25.27Mt. The respective landbanks for these resources stand at 6.16 years and 18.37 years[136].

Without the LTP, future baseline trends are likely to continue. Providing a coordinated approach to the delivery of transport infrastructure could provide a greater opportunity to reduce link infrastructure and reduce land take and disturbance to soils.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-30** below.

Table 4-30 - Issues and Opportunities for the Land Use, Soils and Geology

Key Issues & Opportunities	Consideration for the LTP
○ It is important that any future development of the transport network across Gloucestershire does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land or sites designated for their geological value. ○ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced.	○ Where land take is required to support the emerging LTP schemes, the region's best and most valuable land should be avoided. ○ Resource efficiency is important in the reduction of waste and conservation of resources.

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[135] Gloucestershire County Council (2020), *Minerals*. Available online at: https://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/minerals/ [Accessed 10/03/2026]
[136] Gloucestershire County Council (2025), *13th Local Aggregates Assessment for Gloucestershire*. Available online at: https://www.gloucestershire.gov.uk/media/ds3lapf5/13th-laa-for-gloucestershire-web-version-aug-2025-002.pdf [Accessed 10/03/2026]

4.13 Material Assets

Summary of Current Baseline

Energy

Energy consumption in Gloucestershire in 2024 is shown in **Table 4-31**[137].

Table 4-31 – Energy consumption in 2024 in Gloucestershire district authorities, with regional and national comparators

District or Borough	Total consumption (GWh): All Domestic	Total consumption (GWh): All Non-Domestic
England	84,098.5	127,881.1
South West England	9,357.4	11,660.6
Gloucester	183.6	286.1
Cheltenham	180.1	271.1
Stroud	212.8	253.5
Forest of Dean	157.1	212.9
Tewkesbury	157.5	241.9
Cotswold	215.4	204.1

The Gloucestershire Sustainable Energy Strategy sets out the ambitions of the GFirst LEP (now transferred to Gloucestershire Couty Council) and sets out the changes needs in the County to reduce carbon emissions and achieve net zero by 2050. The strategy states that as of the publishing of the strategy (2019), carbon emissions across the County have been reduced by 27% from 2005 level. The strategy goes on to aim to have carbon emissions reduced by 60% from 2005 levels by 2030, as well as aiming to achieve 1 TWh per year of renewable electricity by 2030 which would be an increase of 0.75 TWh from 2017 levels[138].

Waste

The UK generated 191.2 million tonnes of waste in 2020[139]. Of this, an estimated 40.4 million tonnes were from commercial and industrial waste and 59.4 million tonnes of non-hazardous construction and demolition waste.

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[137] UK Government (2025), *Regional and local authority electricity consumption statistics*. Available online at: https://www.gov.uk/government/statistics/regional-and-local-authority-electricity-consumption-statistics [Accessed 05/03/2026]
[138] GFirst LEP (2019), *Gloucestershire Sustainable Energy Strategy*. Available online at: https://www.gfirstlep.com/downloads/2019/gloucestershire-energy-strategy-2019.pdf [Accessed 11/03/2026]
[139] Defra (2025), *Official Statistics - UK statistics on waste*. Available online at: https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste [Accessed 11/03/2026]

In the UK in 2022 the recycling rate from households was 44.1%[139]. Household waste recycling rates in England increased significantly (from approx. 11% to 45%) between 2000/2001 and 2018, however have plateaued since[140]. This is also reflected in recycling in construction waste.

In 2020/21 in Gloucestershire, 50.8% of waste was recycled. The Gloucestershire Joint Resources and Waste Strategy commits to minimising waste sent to landfill and continuing the use of Energy from Waste facilities[141]. By 2035, the council aims to meet the national target of 65% of all waste being recycled[142], with an interim target of 55% by 2026[141].

In 2022, England generated 63 million tonnes of construction and demolition waste, of which 59.4 million tonnes were recovered (a recovery rate of 94.3%)[139].

In 2022, England generated 24.1 million tonnes of commercial and industrial waste and recovered 9.5 million tonnes (a 33.6% recovery rate).

In 2022, the volume of aggregate that comprised recycled or secondary material, was 73.5 million tonnes (approximately 30% of aggregate supply in Britain)[143]. The recycled aggregate came mostly from recovery from construction, demolition and excavation wastes.

Future Baseline

Climate change poses a threat to transport infrastructure. Severe weather events are likely to increase the prevalence of flooding, which can overwhelm road drainage, cause landslips and increase the number of potholes. Both extreme heat in the summer and extreme cold in the winter can pose threats to transport infrastructure. High temperatures can result in expansion (which can lead to cracking), asphalt bleeding and increase the frequency of droughts, which can cause drying of soil and plants, leading to earthwork problems. Cold weather can lead to ice and snow which can also increase potholes and weather-related delays.

GCC declared a climate emergency in 2019[132]. The council produced the Greener Gloucestershire Action Plan[133] that sets out how the council will respond to issues that arise due to climate change across ten key themes. This includes meeting Climate Leadership Gloucestershire's (CLG) vision[144] to be net zero as a county by 2045 at the latest. CLG also aims to deliver accessible and biodiversity-rich blue and green infrastructure, and to make Gloucestershire a leading county for sustainable transport and emissions reduction.

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[140] HM Government (2018), *Our Waste, Our Resources: A Strategy For England* Available online at: https://assets.publishing.service.gov.uk/media/5c18f11740f0b60bbee0d827/resources-waste-strategy-dec-2018.pdf [Accessed 11/03/2026]

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The growing population and associated need for development is also likely to increase use of mineral resources and waste generation. As such, it will be necessary to apply resource efficiency and waste management measures, including the re-use and recycling of materials and aggregates during construction of infrastructure.

Without the LTP, population growth is still likely to increase demand for infrastructure development, with associated increased in the need minerals and waste generated. The LTP provides an opportunity to coordinate the delivery of transport infrastructure, which could help to reduce the scale of materials needed and waste generated.

Issues and Opportunities

The following issues and opportunities have been identified in **Table 4-32** below.

Table 4-32 - Issues and Opportunities for Material Assets

Key Issues & Opportunities	Consideration for the LTP
• Materials will be required for any new transport infrastructure, with subsequent waste produced. • There is a continued increase in renewable energy supplies, which needs to be managed efficiently to ensure the capacity requirements are met.	• Resource efficiency is important in the reduction of waste and conservation of resources. • The LTP could promote opportunities to support a green economy and green energy initiatives. • There are opportunities for LTP schemes to incorporate renewable energy. • The LTP should incorporate resource efficiency and waste management measures.

4.14 Data Gaps and Limitations of the Baseline

No major data gaps have been identified.

Limitations from baseline data collection have been outlined below:

- The last Census data was collected in 2021 (and published in subsequent years up to present (2026)). This data is generally considered to be robust but may not be reflective of 2026 circumstances. Where possible supplementary data from other sources have been used to provide more recent values.
- Some datasets are at regional or national scales, which may not fully represent local conditions.
- Limited data is available for the future baseline on a local level for some topics.
- Pressures (e.g. water supply, land take) in the future will be linked to the growth in population and the associated amount of new development, which involves uncertainty.
- Where future trends, projections and scenarios are considered, these are subject to inherent uncertainty.

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5 SEA Framework and Methodology

5.1 Introduction

This section describes the approach to the assessment of the draft LTP. It draws on the information contained in **Sections 3** and **4** to define the scope of the assessment (in terms of the sustainability issues to be considered) and sets out the assessment objectives and guide questions that comprise the assessment framework. The section then outlines how this assessment framework will be used to assess the draft LTP.

5.2 Scope

Topics

The aim of SEA is to identify, describe and evaluate the likely significant effects of implementing the draft LTP. Schedule 2 of the SEA Regulations require that the assessment includes information on the "likely significant effects on the environment, including on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage, including architectural and archaeological heritage; landscape; and the inter-relationship between the issues referred to".

The key policy objectives identified from the review of other plans and programmes relevant to the assessment of the draft SEA (**Table 3-1** and **Appendix B**) and the economic, social and environmental issues arising from the analysis of the baseline (**Section 4**), together with the characteristics of the options, have been used to define the scope of the assessment.

In this instance, all the topics identified by Schedule 2 of the SEA Regulations have been scoped in for assessment in this SEA.

Geographic Scope

The geographic extent of the SEA will reflect the operational area covered by LTP.

Temporal Scope

When considering the timing of potential effects of the draft LTP, the assessment will classified effects as 'short,' 'medium' or 'long-term.' This reflects an intention to capture the differences that could arise at different timescales, consistent with the requirements of Schedule 1 (2)(a) of the SEA Regulations where the assessment of the effects should have regard to "*the probability, duration, frequency and reversibility of the effects*".

The SEA will evaluate the effects of the LTP over the following timescales:

- short term (0 to <5 years);
- medium term (5-25 years); and
- long term (25+ years).

5.3 SEA Framework and Objectives

The SEA will identify the environmental, economic, and social objectives of the transport policies and strategies proposed in LTP and assess the extent to which these, when judged against reasonable alternatives, will be successful in promoting sustainable development.

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Establishing appropriate assessment objectives and guide questions is central to assessing the effects of the draft LTP. Objectives set out desired sustainable ambitions, against which effects can be assessed. Guide questions are used to focus the assessment on specific aspects of the objective that reflect issues identified from the review of baseline and contextual information. The development of the assessment objectives and guide questions has been informed by:

- the previous assessment framework used to complete the SEA of LTP;
- consultee comments received through the previous SEAs;
- the review of relevant plans and programmes and the associated key policy objectives and messages (**Section 3** and **Appendix B**);
- the baseline information and key issues contained in **Section 4**; and
- Consultee comments received on the initial draft Scoping Report.

The assessment objectives and guide questions for LTP are identified in **Table 5-1**. This table has been revised following scoping consultation, as appropriate, to support the completion of the assessment of the LTP.

The 12 assessment objectives are also listed below:

- **SEA1**: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.
- **SEA2**: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.
- **SEA3**: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.
- **SEA4**: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.
- **SEA5**: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain and nature recovery.
- **SEA6**: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.
- **SEA7**: To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value.
- **SEA8**: To reduce the risk and vulnerability from, and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.
- **SEA9**: To reduce air and noise pollution from the transport network.
- **SEA10**: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.
- **SEA11**: To ensure the efficient use of land and that valuable land, soils and geology is protected.
- **SEA12**: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.

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Table 5-1 – SEA Framework

SEA Topic	Issues & Opportunities	Objective	Supporting Appraisal Question – Will the LTP…
Population	○ Transport issues affect different groups to varying extents, and there is evidence to show that barriers to accessing and using transport can be exacerbated by age, ethnicity, and gender. ○ Improving public transport from rural areas and smaller towns could improve access to services for all residents. ○ The population of Gloucestershire is projected to increase in number, therefore new houses and services are likely to be developed and require new transport connections. ○ The population in Gloucestershire has a higher proportion of those aged 65+ (22.1%) than the national average (18.7%) with this proportion projected to increase, therefore resulting in a change in the transport requirements of the population. There is likely to be additional demand on the area's services and	**SEA1:** To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	• improve access to rural areas and smaller towns through improved transport services, digital services and bringing services to people? • provide adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families? • improve connectivity between rural areas and nearby urban centres? • improve connectivity via public transport from medium-sized towns, to reduce the need for car journeys? • support diversity? • support population growth?

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	infrastructure. • Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction.		
Human Health and Wellbeing	• General health is good in Gloucestershire compared to regional and national comparators. • The population of the area is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. • Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people's quality of life. • Addressing poor air quality within Gloucestershire is important to improving health outcomes for residents.	**SEA2:** To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	• maximise opportunities to enhance walking and cycling routes and encourage the use of active travel? • improve access to natural and historic places such as parks and gardens? • provide inclusive and accessible services in order to meet the needs of older residents? • create a transport network that is accessible and affordable for all that live and work in the region to reduce inequalities and impacts of the rising cost of living? • help prevent risks to human health, which arise from noise and air pollution? • help prevent social isolation in both the rural and urban setting?
Economy and Employment	• Gloucestershire has below average working population but significantly lower levels of economic inactivity.	**SEA3:** To provide greater connectivity across Gloucestershire	• improve connectivity between businesses to improve access to the skills pool as well supporting improvements in productivity? • improve transport systems to reduce

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	• Gloucestershire has substantially higher employment compared to the national average and generally possesses high levels of education, and income. • Manufacturing, Wholesale and Retail Trade (including repair of vehicles), and Human health and Social Work are some of the significant sectors in Gloucestershire.	to support key sectors, attract inward investment and support economic success.	strains on key services? • promote heritage-led regeneration, supporting the vitality and viability of town centres, promoting access to historic towns? • facilitate the decarbonisation of freight and logistics? • build a skilled workforce to support the transition to electric vehicles for the freight and logistics sector and SMEs?
Community Safety	• Some types of crime on public transport in the UK is on the rise. • As the population within Gloucestershire increases there could be a greater demand for road travel, which may result in an increase in the number of accidents and those KSI on roads. • There are areas across the region which have high levels of crime compared to the rest of the County, particularly Stroud, Gloucester, Filton, and Cheltenham. • There are opportunities to increase the safety of active transport modes such as cycling and walking. • Vulnerable road users such as motorcyclists, cyclists, and pedestrians	**SEA4:** To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	• include designing out crime principles, particularly in those areas with high crime rates and crime deprivation? • engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users? • increase the safety of active transport modes such as cycling and walking? • support the implementation of the Road Safety Strategy? • improve safety on public transport across the region, especially for women? • ensure improvements to transport networks, including improving lighting, to ensure safety on networks?

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	need consideration in safety improvements.		
Biodiversity	• There are a wide range of statutory local, national and international sites designated for nature conservation across Gloucestershire, which may be affected by development and use of new transport infrastructure. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. • New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. • New transport routs and infrastructure will need to be carefully planned so that they do not cause adverse impacts to protected species. • New transport routes will need to be carefully planned so that they avoid development next to or across water courses where possible. • Ecosystem services are the benefits that nature provides to people, areas of high	**SEA5:** To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain and nature recovery.	• enhance biodiversity through the use of green infrastructure and nature centric design? • prioritise wider ecosystems services benefits to deliver landscape wide environmental gain for biodiversity and people? • achieve biodiversity net gain (BNG) through the development of its policies and schemes? • encourage the redevelopment of existing assets, to focus development away from areas of high biodiversity and ecosystem service provision? • enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in order to improve habitat connectivity? • Use green infrastructure to improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits? • reduce levels of pollution, including noise, air and light, minimising habitat and species disturbance? • protect or enhance natural capital and

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	(potential) provision should be protected and enhanced. • The development of new transport routes will need to pay regard to the enhanced biodiversity duty and the Local Nature Recovery Strategy • There is the potential for development to incorporate nature protection and enhancement measures to contribute towards nature recovery and secure BNG. • Views of vegetation from other modes of transport (e.g. along roads and railways) can enhance mental wellbeing, for example by reducing stress levels.		ecosystem services?
Landscape and Townscape	• Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and townscapes, eroding character and quality, increasing pollution and eroding the visual amenity for residents. • Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural and	**SEA6:** To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	• design transport infrastructure with a landscape-led approach, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations? • consider the importance of landscape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape, and instead respects it? • improve access to towns and the

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	historic environment, visual amenity and physical and mental health of the community. • Climate change will also put pressure on the landscape and townscape designations as extreme weather will increase stresses on ecosystems and urban centres.		countryside, to promote sustainable tourism and to provide greater awareness of the Cotswolds, Wye Valley, and Malvern Hills National Landscapes as well as other designated areas, including the natural and historic environment? • increase access to the countryside? • implement GI to help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity for wildlife in urban areas?
Historic Environment	○ There is potential for development to have a negative effect on the significance of heritage assets through changes to their settings from increased air pollution, noise, and visual effects which in turn could affect an asset's significance. ○ There is potential for transport infrastructure to impact designated and non-designated heritage assets and their character and setting, including historic townscape character and previously buried archaeological remains. ○ New and/or upgraded transport infrastructure across	**SEA7:** To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value.	• reduce traffic in historic areas? • improve the quality of the public realm and support heritage-led regeneration and tourism? • enhance the setting of heritage assets through the development of schemes that reduce traffic noise and enhance accessibility? • ensure that transport schemes conserve and enhance the significance of heritage assets including any contribution made by their settings? • consider and respond to the local context in scheme design, including the character of historic landscapes and townscapes, rural settlements and urban areas? • enhance the historic environment by

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Gloucestershire has the potential to individually affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) which contribute to the impact on their overall significance. This is additionally affected by increased pressure from population growth.

- Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future scheme design, which should respect, retain, and protect the remains (e.g. through avoidance and redesign).
- There is potential for development to have implications for assets on the Heritage at Risk register, either now or in the future.
- There is potential for development to impact heritage assets through visual intrusion and pollution;
- There is potential for discovery and impact on important archaeology,

removing insensitive past schemes and/or reducing severance?

- avoid indirect effects to heritage assets for example through changes to traffic and air quality?

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	particularly in areas of proposed growth or new transport infrastructure. Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic areas could improve the historic environment. ○ Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism. ○ Improved transport infrastructure could improve access to and enjoyment of heritage assets.		
Water Environment	• The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as habitats. • Of the 253 water bodies identified, just 22 are achieving 'good' status, falling far	**SEA8:** To reduce the risk and vulnerability from, and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	• result in improved drainage, reducing discharge from roads and surface water flooding? • encourage the use of public and sustainable transport to reduce pollution from private vehicles on the road? • ensure that development in close proximity to a watercourse includes provision of natural, undeveloped buffer zones that contribute to natural flood management whilst also allowing access for

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	short of the WFD target. • Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across Gloucestershire. • Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. • Upgrading existing infrastructure provides the opportunity to improve pollution control, including the use of SuDS and GI.		maintenance and emergency works? • incorporate SuDS and GI within new developments in order to adapt to climate change, provide pollutant filtration, and counteract flood risk? • seek to protect groundwater, particularly in Source Protection Zones (SPZs), from serious pollution risk? • avoid negative impacts upon water resources, including SPZ's? • contribute towards the aims and objectives of River Basin Management Plans and the WFD Regulations to improve the water environment? • include proposals and policies that avoid inappropriate development in the floodplain? • incorporate flood risk reduction or improvement measures, for example, flood storage improvements or biodiversity enhancement?
Air Quality and Noise	• The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. • More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality.	**SEA9:** To reduce air and noise pollution from the transport network.	• improve transport links, reduce idling times and thus improving air quality locally. • encourage a modal shift to sustainable transport modes (public transport and active transport)? • support the development of electric charging facilities and promote uptake of electric vehicles in line with the UK

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- Air quality issues across Gloucestershire can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.
- A transition to electric vehicles is likely to reduce air and noise pollution.
- Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines.
- Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health.
- Transport noise can adversely affect biodiversity including nesting and feeding habits of many species.
- Increased noise exposure, vehicle pollution, and effects from climate change can also have negative impacts on designated sites including the

Government's plan to end the sale all new conventional petrol and diesel cars and vans by 2035?

- improve congested areas of Gloucestershire, minimising excess emissions where possible and aiding in improving air quality?
- take consideration for areas with existing high noise exposure?

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	National Landscapes, and heritage assets.		
Climate Change and Greenhouse Gases	• Transport is the largest contributor to greenhouse gas emissions in Gloucestershire. • There is a need to ensure climate resilience of transport infrastructure in Gloucestershire. • The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population emit in the coming decades. • Climate change is likely to cause more frequent and severe extreme weather such as droughts and flooding. • Effects from climate change can damage and/or impact the setting of designated sites including the National Landscapes, and heritage assets.	**SEA10:** To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	• plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding? • support the continued increase in infrastructure to support the demand for electric vehicles? • promote a modal shift to more sustainable transport (active transport and public transport)? • support the reduction of GHG emissions within the transport industry towards net-zero? • account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where road drainage may impact on water quality issues? • maximise opportunities to integrate SuDS and GI along transport corridors?
Land Use, Geology and Soils	• It is important that any future development of the transport network across Gloucestershire does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land or sites	**SEA11:** To ensure the efficient use of land and that valuable land, soils and geology is protected.	• avoid developing schemes on the region's best and most valuable land? • encourage resource efficiency?

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	designated for their geological value. • Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced.		
Material Assets	• Materials will be required for any new transport infrastructure, with subsequent waste produced. • There is a continued increase in renewable energy supplies, which needs to be managed efficiently to ensure the capacity requirements are met.	**SEA12:** To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	• encourage resource efficiency and the reduction of waste? • promote opportunities to support a green economy and green energy initiatives? • incorporate renewable energy and upgrade the electric vehicle (EV) charging network? • incorporate resource efficiency and waste management measures?

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5.4 Assessment Methodology

The methodology for the assessment has been designed to be proportionate to, and align with, the strategic nature of the LTP.

Regulation 12(2) of the SEA Regulations requires the identification, description and evaluation of the "*likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme*".

Assessment of the Draft LTP

The SEA Regulations require that the cumulative effects of a plan or programme are taken into account. This includes the cumulative effects of the individual measures or components interacting with each other within the draft programme (intra-plan), which in combination represent the preferred approach, as well as the cumulative effects of the draft programme interacting with other plans and programmes (inter-plan).

An assessment of the draft LTP as a whole (intra-plan) will be carried out against the SEA framework objectives. A matrix similar to that shown in **Table 5-2** will be used to capture the assessment of any potential significant cumulative effects arising from the draft LTP as a whole in a consistent manner; a key to the meaning of the symbols used in the assessment matrix is presented in **Table 5-4**.

The assessment matrix will provide an assessment commentary that sets out the nature and significance of predicted effects on the current baseline in the short, medium and long term. Any assumptions or uncertainties that underpin the assessment and potential mitigation measures will be set out and a qualitative assessment score for effects identified.

Table 5-2 – Example assessment matrix for the draft LTP (intra-plan cumulative effects)

SEA Topic	Assessment commentary	Residual effects of draft LTP		
		Short term	Medium term	Long term
Population	*Commentary will be provided here on the likely significant effects of the draft LTP. Measures to mitigate adverse effects and enhance positive effects identified in the assessment will also be provided here.* ***Assumptions*** • *Any assumptions made in undertaking the assessment will be listed here.* ***Uncertainties*** • *Any uncertainties encountered in undertaking the assessment will be recorded here.*	-	?	+

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The potential for the draft LTP to interact with other plans, programmes and projects will also be explored (referred to as inter-plan cumulative effects). A table will be provided that identifies the types of plans, programmes and projects that are most likely to interact with the draft LTP. The extent to which these interactions would result in any changes to the likely significant effects identified for the draft LTP as a whole will be set out.

Assessment of Reasonable Alternatives

The SEA Regulations require an assessment of the plan, and its reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, only those that are realistic. For the purposes of the SEA process, reasonable alternatives are considered to be different strategic/ plan-level approaches to the delivery of LTP objectives. Individual interventions/ measures/ actions cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.

In line with SEA regulatory requirements, the SEA process will be used to identify, describe and evaluate the likely significant effects of the LTP and any identified reasonable alternatives. A comparative assessment of all reasonable alternatives will be carried out against the SEA framework of objectives. A matrix similar to that shown in **Table 5-3** will be used to capture the assessment of any potential significant effects arising from each policy in a consistent manner; a key to the meaning of the symbols used in the assessment matrices is presented in **Table 5-4**.

The assessment matrix will provide:

- an assessment commentary that will set out the nature and significance of predicted effects on the current baseline. Any assumptions or uncertainties that underpin the assessment and potential mitigation measures will be identified where necessary; and
- a qualitative assessment score for effects identified.

Table 5-3 – Example assessment matrix for alternatives

SEA Topic	Assessment commentary	Alternatives		
		Option 1	Option 2	Option 3
Population	*Commentary will be provided here on the likely significant effects of the alternative options. Measures to mitigate adverse effects and enhance positive effects identified in the assessment will also be provided here.* ***Assumptions*** • *Any assumptions made in undertaking the assessment will be listed here.* ***Uncertainties*** • *Any uncertainties encountered in undertaking the assessment will be*	-	?	+

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recorded here.

Table 5-4 – Qualitative scoring

Score	Description	Symbol
Significant Positive Effect	The option is likely to result in a significant positive effect on this objective.	**++**
Minor Positive Effect	The option is likely to result in a positive effect on this objective.	**+**
Neutral	The option is likely to result in an overall neutral effect on this objective.	**0**
Minor Negative Effect	The option is likely to result in a negative effect on this objective.	**-**
Significant Negative Effect	The option is likely to result in a significant negative effect on this objective.	**--**
Uncertain	The option effects are uncertain/ there is insufficient information available to permit assessment.	**?**
Mixed effect	The option is likely to result in a positive and negative effect (minor or significant) on this objective.	**- / +**

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6 Next Steps

6.1 Next Steps

The approach presented within this report will be used to assess the likely significant effects of the draft LTP. The results of the assessment will be presented within an Environmental Report, which will be issued for consultation alongside the draft LTP.

The SEA Environmental Report will have the following purposes:

- to ensure that the likely significant environmental effects associated with the draft LTP are identified, characterised and assessed;
- to propose measures to avoid and/ or mitigate the adverse effects identified and, where appropriate, to enhance potential positive effects;
- to provide a framework for monitoring the potential effects arising from the implementation of the LTP; and
- to provide sufficient information to those potentially affected by the LTP to enable them to contribute effectively to the public consultation.

In accordance with the requirements of Schedule 2 of the SEA Regulations, the SEA Environmental Report will indicatively consist of:

- a non-technical summary;
- a section providing an overview of the principal objectives for the draft LTP;
- a section providing the relevant scoping information, including the review of relevant plans and programmes, baseline information and key issues relevant to the SEA of the LTP;
- a section setting out the approach to assessment;
- a section outlining the likely significant environmental effects of the draft LTP and any reasonable alternatives identified, including cumulative effects, mitigating measures, uncertainties and risks;
- a section presenting views on implementation and proposed monitoring measures; and
- appendices containing the any further detailed contextual information and assessment matrices.

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Appendix A - Quality Assurance Checklist

The Government's Guidance on SEA[145] contains a quality assurance checklist to help ensure that the requirements of the SEA Regulations are met. Those requirements relevant to the scoping stage of the SEA of the LTP have been set out below.

Quality Assurance Checklist	
Objectives and Context	
The plan's purpose and objectives are made clear.	The plan's purpose and objectives are set out in Section 2.
Sustainability issues, including international objectives, are considered in developing objectives and targets.	Key issues identified through a review of relevant plans and programmes (see Section 3 of this Scoping Report) and analysis of baseline conditions (see Section 4) have informed the development of the assessment framework presented in Section 5.
SEA objectives are clearly set out and linked to indicators and targets where appropriate.	Section 5 presents the SEA objectives and guide questions.
Links to other related plans, programmes and policies are identified and explained.	A review of related plans and programmes is contained at 0.
Scoping	
The environmental consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Scoping Report.	This report has been finalised following consultation on the scope of the SEA.
The SEA focuses on significant issues.	Significant issues have been identified in the baseline analysis contained in Section 4 of this Scoping Report on a topic-by-topic basis.
Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	Section 4 details limitations of the data used in the Scoping Report and assumptions made.
Reasons are given for eliminating issues from further consideration.	The scope of the assessment is set out in Section 5. In this instance none of the topic areas have been scoped out of the assessment.
Baseline Information	
Relevant aspects of the current state of the environment and their likely evolution without the plan are described.	Section 4 of this Scoping Report characterises the current environmental baseline conditions, along with how these are likely to change in the future.
Characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan (where practical to do so).	Throughout Section 4 of this Scoping Report, reference is made to areas which may be affected by the LTP although it should be noted that until the plan measures have been determined, it is not possible to determine with certainty those areas that are likely to be most affected by the plan.
Difficulties such as deficiencies in information or methods are explained.	Section 4 details limitations of the data used in the Scoping Report and assumptions made.

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[145] Office of the Deputy Prime Minister et al (2005), *A Practical Guide to the Strategic Environmental Assessment Directive*. Available online at: https://assets.publishing.service.gov.uk/media/5a78ec0740f0b62b22cbddd2/practicalguidesea.pdf [Accessed 09/03/2026]

Appendix B - Review of Plans, Programmes and Policies

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This appendix presents the findings of the review of legislation, policies and plans including relevant international, national and regional documents undertaken as a part of the evidence gathering exercise for the Scoping Report.

SEA Topic	Key Messages from Review	Document
	International	
Population	The Brundtland Report is concerned with the world's economy and its environment. The objective is to provide an expanding and sustainable economy while protecting a sustainable environment. The Report was a call by the United Nations: • to propose long-term environmental strategies for achieving sustainable development by the year 2000 and beyond; • to strengthen co-operation among developing countries and between countries at different stages of economic and social development to achieve common and mutually supportive objectives which take account of the interrelationships between people, resources, environment and development; • to consider ways and means by which the international community can deal more effectively with environment concerns; and • to help define shared perceptions of long-term environmental issues and the appropriate efforts needed to deal successfully with the problems of protecting and enhancing the environment, a long-term agenda for action during the coming decades, and aspirational goals for the world community.	The Brundtland Report - Our Common Future (1987)
Population	The World Summit resulted in the Johannesburg Declaration on Sustainable Development and a Plan of Implementation. The declaration reaffirms principles already agreed upon at the Rio Earth Summit UNCED in 1992 and the UN Millennium Summit in 1999. It recognises that poverty eradication is a key condition for sustainable development and addresses issues such as cultural diversity, patterns of production and consumption, health issues, armed conflicts, the new dimension created by globalisation, gender issues and financing for development. The implementation plan sets out actions to achieve sustainable development such as poverty eradication, changing unsustainable patterns of consumption and production,	The World Summit on Sustainable Development (2002)

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	protecting and managing the natural resource base of economic and social development, sustainable development in a globalizing world and health and sustainable development. Sustainable development in England is delivered through the sustainable development strategy, Securing the Future – delivering UK sustainable development strategy.	
Population	The action plan aims to address the causes of environment-related diseases in children, including the state of the physical environment, socio-economic conditions and behaviour. Key actions include: • primary prevention, i.e. policies, programmes and plans aimed at improving the state of the physical environment (air, water, soil, noise), in particular through the integration of children's needs into housing, transport, infrastructure and planning; • equity, i.e. giving priority to protection of children at highest risk, and particularly of children who are neglected, abandoned, disabled, institutionalized or exploited, by improving access to preventive health and social protection services; • poverty reduction, i.e. policies addressing the multidimensional aspects of poverty among children; • health promotion, i.e. actions aimed at preventing and reducing exposures to environmental health hazards by adopting healthy lifestyles, achieving sustainable consumption patterns and helping to create healthy and enabling human settlements.	Children's Environment and Health Action Plan for Europe (2004)
	National	
Population	The Equality Act legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of: • Age; • Being or becoming a transsexual person; • Being married or in a civil partnership; • Being pregnant or having a child; • Disability;	Equality Act (2010)

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	• Race including colour, nationality, ethnic or national origin; • Religion, belief or lack of religion/belief; • Sex; and • Sexual orientation.	
Population	When delivering new schemes, applicant must avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the UK Government's planning guidance. Applicants should provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.	National Planning Policy Framework (NPPF) (2026)
Population	The Action Plan sets what the UK Government is doing to ensure people from all communities in society have the option to use public transport. The main aim of the report is to '*deliver better access to jobs and key services through an accessible and socially inclusive transport system, by removing the barrier to travel and ensuring that social impacts are addressed in policy development and service delivery*'.	Department for Transport, Transport for Everyone: an action plan to promote equality (2012)
Population	Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level.	Strong and Prosperous Communities: The Local Government White Paper (2006)
Population	As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.	Foresight Mental Capital and Wellbeing Project, 2008. Final Project report, The Government Office for Science (2008)
Population	Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport.	Addressing Transport Barriers to work in Low Income Neighbourhood,

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	Residents of low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served. There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender. A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas. Difficulties in meeting the costs of transport from current incomes have given rise to the concept of 'transport poverty'.	Sheffield Hallam University (2017)
Population	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic. The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.	Build Back Fairer: The Covid-19 Review (2020)
Population	Although the initial strategy is based in London, the approach is becoming more widely adopted nationally. The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.	TfL, Healthy Streets for London (2017)

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	The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets. These are as follows: • Pedestrians from all walks of life; • Easy to cross; • People chose to walk, cycle and use public transport; • Clean air; • People feel safe; • Not too noisy; • Places to stop and rest; • Shade and shelter; • People feel relaxed; and • Things to see and do.	
Population	The 10 Year Infrastructure Strategy sets out how the government intend to deliver growth and improve living standards, by improving infrastructure to connect people to jobs, support housing development and public services, and provide resilience to a changing world.	UK Infrastructure: A 10 Year Strategy
	Regional/Local	
Population	Gloucestershire County Council's Equality, Diversity and Inclusion policy aims to ensure that anyone engaging with the organisation is not treated less favourably as a result of having protected characteristics. The policy aims to protect those with protected characteristics which include age; disability; race; sex; gender reassignment; religion / belief; pregnancy & maternity; sexual orientation; marriage / civil partnership.	Gloucestershire County Council, Equality, Diversity and Inclusion policy

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Population	The Council's Equality Objectives ensures that the council promotes opportunity and fairness, and actively supports people to fulfil their potential. The objectives also allow the Council to take decisive action by placing the focus on equality issues and delivering improved outcomes for protected characteristics and other vulnerable groups. The objectives: • To strengthen leadership, oversight and governance of equalities, diversity and inclusion across the council • Improve the quality and consistency of the data we collect on service user and workforce equality characteristics. • Embed equality, diversity and inclusion within GCC's culture and ways of working. • Community engagement: develop an infrastructure that enables the council to hear from communities and engage effectively with them.	Gloucestershire County Council, Equality Objectives 2023 - 2027
Population	This strategy focusses on Early Help which refers to support that is offered to children, young people and families when needs emerge or to reduce / prevent problems developing in the future. The strategy also focuses on Early Intervention which refers to targeted support for children, young people, families and communities who have been identified as needing some extra help to achieve good outcomes. The strategy sets out its purpose as the following: • Explain what we mean by Early Help in Gloucestershire • Share the values that underpin the development and delivery of services • Set out Gloucestershire's ambition for the impact of Early Help • Outline how we will know we are making a difference: our success criteria evidenced by an effective performance monitoring • Provide an ambition for partnership working and shared accountability to meet whole child/family needs	Gloucestershire County Council, Early Help Strategy 2025-2028

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	The strategy identifies that based on requests for support, children and families often require support with • Parenting Support • Domestic Abuse • Child Mental Health • Adult Mental Health • Physical Abuse	
Population	Gloucestershire County Council's strategy for the inclusion of children and young people (CYP) with Special Educational Needs and Disabilities (SEND) in educational settings runs from 2022-2025. Through the strategy's Vision, it aims to provide: • A positive learning experience in their school or education setting(s) • Joined up access to early support using the Graduated Pathway or statutory support through the Education, Health and Care Plan • Opportunities to shape and influence the support children and their families receive. The Strategy sets out three priorities in which they aim to improvement over the plan period: • Communication that is timely and informative. • Access to support when it is needed. • Outcomes that are ambitious and achievable.	Gloucestershire County Council, Special Educational Needs and Disability (SEND) Strategy 2022-2025, (2023)
Population	The Levelling Up and Regeneration Act (LURA) 2023 introduced a number of measures to increase and spread prosperity across the UK. This includes the delivery of more homes and services, revitalising highstreets and town centres, improvements to the planning system and enhancement of the environment. The LURA will increase weight	Levelling Up and Regeneration Act 2023

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	given to spatial development strategies, local plans and neighbourhood plans that are proposed by combined authorities and will introduce National Development Management Policies (NDMPs) which will provide consistency on key planning issues nationally	
Population	This plan sets out the governments ambition for long-term change for the UK. The plan has five missions, which make up part of the strategy of ambitious, long-term, measurable objectives for the UK. The missions are as follows: • Kickstart economic growth; • Build an NHS fit for the future; • Safer streets; • Break down the barriers to opportunity; and • Make Britain a clean energy superpower.	Plan for Change: Milestones for mission-led government (2024)
Population	The Assessment of priority skills to 2030 report offers a detailed analysis of future employment needs across ten critical sectors, aligned with the government's Industrial Strategy and Plan for Change. The findings show that the demand for jobs in priority occupations is expected to expand significantly by 2030, and that growth will outpace non-priority employment. This highlights the need for targeted investment in training and also highlights the scale of demand for apprenticeships and broader skills training.	Assessment of priority skills to 2030
Population	'Skills England: Sector evidence on the growth and skills offer' sets out how the offer could support the government's missions to: • drive economic growth • break down barriers to opportunity Skills England also assessed the national skills needs for 10 priority sectors:	Skills England: skills for growth and opportunity

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	• the 8 industrial strategy sectors • health and social care • construction	
Population	The Localism Act provides greater devolved powers to councils and neighbourhoods and gives local communities more control over housing and planning decisions.	Localism Act (2011)
	International	
Human Health and Wellbeing	The action plan aims to address the causes of environment-related diseases in children, including the state of the physical environment, socio-economic conditions and behaviour. Key actions include: • primary prevention, i.e. policies, programmes and plans aimed at improving the state of the physical environment (air, water, soil, noise), in particular through the integration of children's needs into housing, transport, infrastructure and planning; • equity, i.e. giving priority to protection of children at highest risk, and particularly of children who are neglected, abandoned, disabled, institutionalized or exploited, by improving access to preventive health and social protection services; • poverty reduction, i.e. policies addressing the multidimensional aspects of poverty among children; health promotion, i.e. actions aimed at preventing and reducing exposures to environmental health hazards by adopting healthy lifestyles, achieving sustainable consumption patterns and helping to create healthy and enabling human settlements.	Children's Environment and Health Action Plan for Europe (2004)
	National	
Human Health and Wellbeing	Reducing health inequalities is a matter of fairness and social justice. In England, the many people who are currently dying prematurely each year as a result of health	Fair Society, Healthy Lives: The Marmot Review: Strategic

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	inequalities would otherwise have enjoyed, in total, between 1.3 and 2.5 million extra years of life. Ensure a healthy standard of living for all; Create and develop healthy and sustainable places and communities; and Strengthen the role and impact of ill health prevention.	review of health inequalities in England post (2012)
Human Health and Wellbeing	Section 16 of the NPPF sets out policies aiming to: *'promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.'*	National Planning Policy Framework (NPPF) (2026)
Human Health and Wellbeing	Poorly located and designed new development seriously hinders healthy lifestyles. Physical inactivity directly contributes to one in six deaths in the UK, drives rising levels of obesity, and is the fourth largest cause of disease and disability. It costs society an estimated £7.4 billion a year and places the national healthcare system under increasing financial strain. By enabling compact, higher density, and mixed-use patterns of development. This encourages more people to incorporate physical activity into their daily journeys, improving productivity and dramatically reducing ill health.	Chartered Institute of Highways & Transportation (CIHT), Better planning, better transport, better places (2019)
Human Health and Wellbeing	There are three main mechanisms that link transport and health and wellbeing: • Transport and access: Transport plays a key role in improving access to health services, particularly for vulnerable groups like older people; • Mode of transport: Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time; and • Wider effects of transport and infrastructure: Transport can facilitate social interactions and promote social inclusion.	Transport, health and wellbeing: An evidence review for the Department for Transport, 2019
Human Health and Wellbeing	Regular physical activity provides a range of physical and mental health and social benefits, including:	Public Health England, Health Matters,

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	• Reducing the risk of many long-term conditions; • Helping manage existing conditions; • Ensuring good musculoskeletal health; • Developing and maintaining physical and mental function and independence; • Supporting social inclusion; • Helping maintain a healthy weight; and • Reducing inequalities for people with long-term conditions. The CMOs' Physical Activity Guidelines state that for good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Regular physical activity can help to prevent and manage a range of chronic conditions and diseases, many of which are on the rise and affecting people at an earlier age.	Physical Activity: Prevention and management of long-term conditions (2020)
Human Health and Wellbeing	The strategy is the Government's first step to end child poverty and aims to lift 550,000 children out of relative low income in the final year of the parliament. The strategy identifies a number of actions under the following categories that will assist in achieving this goal: ▪ Boosting family incomes ▪ Driving down the cost of essentials ▪ Strengthening local support for families	HM Government, Our Children, Our Future: Tackling Child Poverty (2025)
Human Health and Wellbeing	The strategy provides a background and a number of statistics regarding the issue of inactivity and the impact it can have on human health. The strategy goes on state that Public Health England (PHE) aim to get everyone active every day and sets out four key actions in order to achieve this goal. These actions are: ▪ Active society: creating a social movement	Public Health England, Everybody active, every day (2014)

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	▪ Moving professionals: activating networks of expertise ▪ Active environments: creating the right spaces ▪ Moving at scale: scaling up interventions that make us active	
Human Health and Wellbeing	The second cycling and walking investment strategy (CWIS2) sets out the Government's ambition for walking and cycling to be the natural choices for shorter journeys, or as part of a longer journey by 2040 in England. The strategy sets out four objectives that run up to 2025 and two longer-term objectives originally set out in Gear change, the Transport decarbonisation plan and the Net zero strategy. The four short-term objectives set out in the CWIS2 are: Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025 Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025 Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025 increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025 The two long-term objectives set out in the CWIS2 are: Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035 Deliver a world-class cycling and walking network in England by 2040	Department for Transport, The second cycling and walking investment strategy (CWIS2) (2023)
	Regional/Local	

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Human Health and Wellbeing	The Health and Wellbeing Strategy sets out council's vision and strategic priorities for improving health and wellbeing outcomes and reducing inequalities. The council's vision is to say that: 'Gloucestershire is a place where everyone can live well, be healthy and thrive' The Strategy identifies seven priorities. These are: • Physical activity • Adverse childhood experiences (ACEs) and resilience • Mental wellbeing • Social isolation and loneliness • Healthy lifestyles • Best start in life • Housing	Gloucestershire Health and Wellbeing Board (Gloucestershire County Council), Gloucestershire Joint Health and Wellbeing Strategy 2020 – 2030 (2020)
Human Health and Wellbeing	The Strategy sets out the council's plans for the delivery of its Adult Social Care statutory prevention duties and specifically how it will prevent, delay and reduce people's need for care and support as they age The Strategy sets out 7 ambitions to achieve in the 5 years between 2025 and 2030. These are: • System leadership: Prevention is a collective responsibility. • Workforce: Prevention is core to how we work. • Intelligence-led: We use a population health management approach to identify opportunities to prevent, reduce and delay the need for Adult Social Care as people age. • Evidence-informed: We use evidence of what works in prevention to inform our	Gloucestershire County Council, Adult Social Care Prevention Strategy for Older People 2025-2030, (2025)

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	decision-making, practice and approach to innovation. • Primary prevention: Our approach to enabling wellbeing focusses on preventing the need for social care as people age. • Secondary prevention: We are proactive in how we reduce the escalation of emerging needs. • Tertiary prevention: We delay the need for care in higher-cost, more intensive settings through personalised and integrated care	
Human Health and Wellbeing	The Strategy sets out: • The national and local context and explains our approach to suicide prevention in Gloucestershire; • A summary of the latest national and local intelligence on suicide rates and risk factors Addressing training needs; and • The strategic priorities for the next five years The Strategy identifies seven priorities for the five years between 2024 and 2029. These priorities are: • Reducing the risk of suicide in high-risk groups; • Reducing access to the means and methods of suicide; • Promoting online safety; • Supporting research, data collection and monitoring; • Addressing common risk factors; • Providing information and support; and • Providing effective crisis support.	Gloucestershire County Council, Gloucestershire Suicide Prevention Strategy (2024-2029), (2024)

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Human Health and Wellbeing	In this strategy, Active Gloucestershire sets out its vision to improve activity and reduce inequities in sport and physical activity. It sets out a vision of "Everyone in Gloucestershire living healthy and happy lives". The strategy goes on to set out six priorities to achieve Active Gloucestershire's vision. These are: • Tackling inequalities • Health, happy young people • Ageing well • Inclusive activity for all • Active environments and places • Learning and adapting	Active Gloucestershire, Strategy 2026-2030 (2026)
	National	
Economy and Employment	The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable. Contains measures to extend permitted development rights to allow single-storey extensions of up to eight metres. Reduces the volume of extra paperwork required with a planning application; removing over-lapping development consent regimes that require multiple extra permissions from different Government agencies.	Growth and Infrastructure Act (2013)
Economy and Employment	Section 7 of the NPPF sets out policies aiming to: '*enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.*'	National Planning Policy Framework (NPPF) (2026)

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Economy and Employment	The Enterprise Act includes measures to: • Establish a Small Business Commissioner to help small firms resolve issues; • Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow; and • Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England, and establish an Institute for Apprenticeships – an independent, employer-led body that will make sure apprenticeships meet the needs of business.	The Enterprise Act (2016)
Economy and Employment	The Industrial Strategy sets out a long term plan to boost the productivity and earning power of people throughout the UK. It sets out how the UK Government is working towards building a Britain fit for the future – how they will help businesses create better, higher-paying jobs in every part of the UK with investment in the skills, industries and infrastructure of the future. The strategy includes five foundations: • Ideas: the world's most innovative economy; • People: good jobs and greater earning power for all; • Infrastructure: a major upgrade to the UK's infrastructure; • Business environment: the best place to start and grow a business; and • Places: prosperous communities across the UK The UK Government will use this strategy to work with industry, academia and civil society over the coming years to build on the UK's strengths, make more of untapped potential and create a more productive economy that works for everyone across the UK.	UK Industrial Growth Strategy (2017)
Economy and Employment	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. The Strategy has two guiding objectives:	The Clean Growth Strategy (2017)

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	• To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses; and, • To maximise the social and economic benefits for the UK from this transition. In order to meet these objectives, the UK will need to nurture low carbon technologies, processes and systems that are as cheap as possible.	
Economy and Employment	This strategy aims to improve the conditions for businesses to thrive in the UK. The Strategy Aims to "*make it easier and simpler for companies to do business, giving them the stability to make long-term investments*". To do this the government will: • Tackle high industrial electricity costs; • Promote free and fair trade; • Strengthen our economic security; • Expand access to finance; • Drive innovation; • Capitalise on the value of UK data; • Enhance skills and increase access to talent; • Reduce regulatory burdens and speed innovation; • Remove planning barriers; and • Ensure our tax system supports growth.	UK Government, The UK's Modern Industrial Strategy (2025)
Economy and Employment	Better Connected sets out the Government's vision for domestic transport in England. This vision is that '*Transport will work well for people; it will be safe, reliable, affordable and accessible so they can get on in life and make the journeys they need to easily*.' This vision set out within the strategy is underpinned by three principles, these are: • Place – Use transport to create better connected places	Department for Transport, Better Connected: A Strategy for Integrated Transport (2026)

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	• People – Put people at the heart of everything we do • Partnership – Work in partnership with local leaders and experts The strategy then goes on to list a number of priorities. These are: • Simplify payments and information • Provide safe and dependable journeys • Make travel accessible and affordable • Create healthier communities • Align transport and development • Champion data and technology • Empower local leaders • Optimise decision-making and appraisal	
Economy and Employment	This plan sets out a starting point for government-industry collaboration going forward and sets out their shared vision for the sector. The plan establishes the government's and the sector's joint ambition and commitment to a long-term, cross-government and cross-modal approach to delivering their vision of: "*A freight and logistics sector that is cost-efficient, reliable resilient, environmentally sustainable and valued by society*" The plan then goes on to list a number of priority areas with associated challenges, goals, and actions. These priority areas are: A National Freight Network Transition to Net Zero Planning	Department for Transport, Future of Freight: a long-term plan (2022)

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	People & Skills Data and Technology	
	Regional/Local	
Economy and Employment	Gloucestershire's Economic Strategy 2024 – 2034 sets out the council's vision up to 2050 and its key strategic priorities for the next ten years. The strategy aims to achieve a greener and inclusive economic growth that delivers a stronger and more sustainable economy. The key strategic priorities set out in the strategy are: • Sustainable growth; • Inward Investment; • Employment and skills; and • Business Innovation and Support.	Gloucestershire County Council, Gloucestershire's Economic Strategy 2024 – 2034 (2024)
Economy and Employment	The LSIP sets out a plan of actionable priorities for meaningful collaborative intervention that can be addressed through employers, training providers and stakeholders to drive change in order to improve technical education in the area and make it closer aligned to the region's workforce needs.	Business West, Gloucestershire Local Skills Improvement Plan (LSIP) (2024)
Economy and Employment	The Digital Strategy 2025-2028 outlines the council's commitment and ambition to continue to grow and maximise the use of its digital capabilities to improve performance, create efficiencies, and ensure residents and local businesses feel the associated benefits through the services they access. The council aims to do this in order to ensure that the future needs of its staff, communities, and local businesses are met. To achieve this, the Strategy sets out four objectives. These are: • Maximise the use of data • Deliver better for Customers	Gloucestershire County Council, Digital Strategy 2025 – 2028 (2024)

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	• Foster Innovation • Ensure data security and Compliance	
Economy and Employment	The strategy sets out some the challenges faced, by employers, residents, sectors and training providers and highlights opportunities to build on the existing co-ordination of careers, employment and skills work in the County. Furthermore, the strategy showcases examples of good practice. The Strategy is also underpinned by an action plan that provides the specific actions to implement the strategy, who will undertake them, timescales, how success will be measured and whether or not resources are in place.	Gloucestershire First LEP (GFirst LEP), Gloucestershire Skills Strategy 2022 - 2027, (2022)
Economy and Employment	The Council Strategy aims to help Gloucestershire's economy recover following the Covid-19 pandemic. The Strategy states that while recovering the economy, the County should do so with a greener, healthier economy, in order to create a Greener Gloucestershire. The Strategy's vision statement sets out a number of ambitions for Gloucestershire to hopefully achieve by the end of the 2026 plan period. These are: • A magnet county; • An innovation county; • A skilled county; • A prosperous county; • An inclusive county; • A Healthy county; • A connected county; • A sustainable, low-carbon county; and • A resilient county.	Gloucestershire County Council, Council Strategy - Building Back Better in Gloucestershire 2022 – 2026 (2022)

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	The Building Back Better Strategy also sets out a number of priorities in order to achieve its vision. These priorities are: • Tackling climate change; • Improving our roads; • Sustainable growth; • Levelling up our communities; • Securing investments for Gloucestershire; • Transforming children's services; • Transforming adult social care; • Transforming Gloucestershire Fire and Rescue Service; and • Improving customer experience.	
Economy and Employment	The Strategy sets out the areas for focus and improvement for the County's workforce and helps to support the vision and objectives of the 'Council Strategy - Building Back Better in Gloucestershire 2022 – 2026'. The areas of focus identified in the strategy are: • Digital skills; • Equalities, diversity & inclusion; • Recruitment & retention; and • Agile working. These areas of focus run through three 'pillars' which are established as the core of the Workforce Strategy. These pillars are 'Capacity, Culture, and Capability'.	Gloucestershire County Council, Workforce Strategy 2024-2027 (2024)
Economy and Employment	The plan sets out the Council's vision is for buses to be at the heart of an attractive, affordable, and integrated transport system for everyone in Gloucestershire. To achieve this, the Council have set out the following six objectives:	Gloucestershire County Council, Gloucestershire's Bus

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	• A more comprehensive bus network • Faster and more reliable bus services • More attractive fare and ticketing • Improved information, marketing, and innovation • Better vehicles • Improved interchange and bus stop infrastructure	Service Improvement Plan (BSIP) 2024 (2024)
Economy and Employment	The strategy sets out an agenda for change to maximise the value of the railway to the economy of Gloucestershire. It states that the quality, frequency and speed of rail services are vital components in the economic prosperity and competitiveness of the County. However, the strategy also notes that rail lines through the County are largely full, and many bodies are undertaking planning work to improve services on them through investment in capacity at key nodes. The strategy analyses data along with existing and emerging services to produce a list of 'conditional outputs' (changes to train services) which would help to meet local economic objectives. The strategy suggests changes to the following corridors: • Bristol – Birmingham • South Cotswold Line • South Wales • North Cotswold Line • Central Gloucestershire Hub Station • A46 Corridor	Gloucestershire County Council, A Rail Investment Strategy for Gloucestershire (2020)
Economy and Employment	The Council's Corporate Strategy sets out the following vision: "*We want Gloucestershire to be a county where everyone can live a healthy life, get a good education and job, and feel proud of their area. We aim to make sure everyone is*	Gloucestershire County Council, Corporate Strategy 2025–2029: A

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	treated fairly, can access opportunities and services easily, and feels welcome in a kind and caring community." The strategy goes on to identify four main priority areas along with associated outcomes. These priorities are: • Children and young people thrive • Strong, healthy communities that care • A place to be proud of • An open, fair and sustainable council	stronger future, built together (2025)
	National	
Community Safety	Policy TR3, Paragraph 1c of the NPPF states that it should be ensured that: *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*	National Planning Policy Framework (NPPF) (2026)
Community Safety	Paragraphs 4.57 – 4.65 of the NN NPS advise that "*the applicant should have due regard to the needs of drivers and riders and the imperative to ensure road user safety*", and " *the applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures*". It is the UK Government's policy to ensure that risks of rail passenger and workforce accidents are reduced so far as reasonably practicable.	National Networks National Policy Statement (NN NPS) (2024)
Community Safety	Although there has been an ongoing reduction of people Killed or Seriously Injured (KSI) on UK roads has generally been declining since 2005, over the last few years the number of fatalities has remained fairly consistent with a small increase in KSIs in 2013. National Highways recognise that they must continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do.	National Highways Delivery Plan 2020-2025, (2020)

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	By the end of 2025, they aim to continue to reduce the number of KSIs on the Strategic Road Network to support a decrease of at least 50%, against the 2005-2009 average baseline.	
Community Safety	Safety is an important consideration for road users owing to the significant impact of serious and fatal accidents. A considerable economic cost is also associated with collisions on all roads, estimated at £15 billion annually to the UK economy. The strategy outlines what the Strategic Road Network (SRN) should be like in 2050 and the steps to achieve this. Traffic growth on the SRN is predicted to be between 29% and 59% by 2050 though it has been recognised that overall trips rates for the majority of trip purposes have been declining and there is a trend of more young people not learning to drive. This has been outweighed however by the increase in journeys made by older drivers and the expectation of a continued rise in total population. National Highways is still working towards an ongoing reduction in the number of people killed or seriously injured (KSI) on the SRN to support a decrease of at least 50% by the end of 2025 (against the 2005-09 baseline) through means of increased investment and maintenance of the network whilst also working towards achieving reductions of effects on the wider environment.	Department for Transport, Road Investment Strategy: 2020-2025, (2020)
Community Safety	Road deaths in Britain have been reducing over the past 30 years because of multiple factors such as – safer infrastructure, new vehicle technologies, hazard perception testing, tougher enforcement, shifting social attitudes and better trauma care. Part of the United Nations' 2010 Global Plan for Road Safety promotes a five pillar approach for managing road safety – road safety management, safer roads and mobility, safer vehicles, safer road users, post-crash response - which interlinks with those outlined in Liverpool's Vision Zero.	Department for Transport, Working together to build a safer road system: British Road Safety Statement (2015)
	Regional/Local	
Community Safety	The Community Risk Management Plan (CRMP) sets out the vision of how the council and the fire service plan to mitigate the risks to communities over the coming years. This vision is: "*to create a positive workplace culture that empowers and supports our people*	Gloucestershire Fire and Rescue Service, Community Risk

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	to provide the highest possible standard of community safety and emergency response services to the communities of Gloucestershire". The plan also sets out strategic aims and objectives in order to realise this goal. Two objectives are set out for each of the following strategic aims: • **People** - "Ensure our services are delivered by a professional, well equipped, highly skilled, motivated and well developed workforce which is able to work safely and whose composition reflects our diverse community." • **Prevention and Protection** - "Work with our local communities to reduce risks to life, property and the environment from fire and other emergencies." • **Response and Resilience** - "Respond promptly and efficiently to deal with fires and other emergencies when they occur." • **Our Performance** - "Monitor our performance to ensure that we continually improve and deliver value for money."	Management Plan 2022-2026, (2022)
Community Safety	This Strategy sets out council's vision, principles, and priorities to prevent domestic abuse as well as protect and help victims. The council's vision is: "*For Gloucestershire to be a county where domestic abuse is not tolerated and everybody can live free from abuse and harm, where healthy relationships are the norm and where victims/ survivors and their children have access to the right support at the right time.* *For domestic abuse to be everybody's business, where a collaborative approach creates lasting change across our systems and communities, where the voice of the victim is at the heart of our response.*" The Strategy also sets out five priorities the council will act on in order to meet their vision. These are: • Prevention & Early Intervention • Multi-Agency Working & Pathway Development • Workforce Development	Gloucestershire County Council, Domestic Abuse Strategy 2021/24, (2021)

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	• High Quality Service Provision • Working To Break the Cycle of Perpetrator Behaviour	
Community Safety	The Gloucestershire Serious Violence Prevention – Five Year Strategic Approach aims to prevent serious violence within the County and sets out the definition of serious violence, as well as statistics and lived experiences, on top of a set of strategic priorities and actions. The priorities set out within the plan are: • Reducing the harm caused by Serious & Organised Crime (SOC); • Reducing the harm caused by Violence & Intimidation Against Women & Girls (VIAWG); • ASB can present a multitude of abhorrent behaviours, many of these are linked to Hate Crimes; and • Supporting our Communities to Build Resilience	Office of the Police & Crime Commissioner for Gloucestershire, Gloucestershire Serious Violence Prevention – Five Year Strategic Approach 2024-29 (2024)
Community Safety	The plan sets out six priorities to help reduce and prevent crime and for each of these priorities the plan sets out an overview, achievements to date, actions, how progress will be measured, and what success will look like. The six priorities put forward within the plan are: • Creating safer communities; • Tackling violence against women and girls (VAWG); • Strengthening your constabulary; • Targeting the causes of crime; • Supporting victims and reducing reoffending; and • Improving trust and confidence in policing.	Office of the Police & Crime Commissioner for Gloucestershire. Police and Crime Prevention Plan 2025-2029, (2025)
	International	

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Biodiversity	The convention has three main aims which are stated in Article 1: • To conserve wild flora and fauna and their natural habitats; • To promote cooperation between states; and • To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.	Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
Biodiversity	The Convention on the Conservation of Migratory Species of Wild Animals (also known as the Bonn Convention or CMS) is an intergovernmental treaty under the United Nations Environment Programme. The convention was signed in 1979 ratified in the UK in 1985.The convention aims to ensure contracting parties work together to conserve terrestrial, marine and avian migratory species and their habitats (on a global scale) by providing strict protection for endangered migratory species. Overarching objectives set for the Parties are: • Should promote, co-operate in and support research relating to migratory species; • Shall endeavour to provide immediate protection for migratory species; • Shall endeavour to conclude Agreements covering the conservation and management of migratory species included in Appendix II. Setting targets is the responsibility of member states.	Bonn Convention (or CMS) - The Convention on the Conservation of Migratory Species of Wild Animals (1979)
Biodiversity	The identification of a European network of Sites of Community Importance (SCIs) to be designated as Special Areas of Conservation (SACs). A SA would need to report on any potential effects on SACs and all development plans should aim to avoid adverse effects on them.	Conservation of Natural Habitats and Wild Fauna & Flora (the 'Habitats Directive') (1992)
Biodiversity	The Convention on Biodiversity called for the development and enforcement of national strategies and associated action plans to identify, conserve and protect existing biological diversity, and to enhance it wherever possible. In the UK, the UK Biodiversity Action Plan was then established to conserve and enhance biodiversity in the UK through the use of	The Rio Convention - Convention on Biological Diversity (1992

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	Habitats and Species Action Plans to help the most threatened species and habitats to recover and to contribute to the conservation of global biodiversity.	
Biodiversity	The 8th EAP guides EU environmental policy up to 2030 and sets ambitions for 2050. The Programme sets the following as a long-term priority objective: The long-term priority objective is that, by 2050 at the latest, Europeans live well, within planetary boundaries, in a well-being economy where nothing is wasted. Growth will be regenerative, climate neutrality will be a reality, and inequalities will have been significantly reduced. There are also six other priority objectives to 2030: • achieving the 2030 greenhouse gas emission reduction target and climate neutrality by 2050; • enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change; • advancing towards a regenerative growth model, decoupling economic growth from resource use and environmental degradation, and accelerating the transition to a circular economy; • pursuing a zero-pollution ambition, including for air, water and soil and protecting the health and well-being of Europeans; • protecting, preserving and restoring biodiversity, and enhancing natural capital; and • reducing environmental and climate pressures related to production and consumption (particularly in the areas of energy, industry, buildings and infrastructure, mobility, tourism, international trade and the food system).	EU (2022) 8th Environment Action Programme (EAP) to 2030
Biodiversity	This strategy is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030 and contains specific actions and commitments. These include: • Establishing a larger EU-wide network of protected areas on land and at sea;	EU (2020) EU Biodiversity Strategy to 2030

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	• Launching an EU nature restoration plan; • Introducing measures to enable the necessary transformative change; and • Introducing measures to tackle the global biodiversity challenge.	
Biodiversity	The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities: • The designation of wetlands of international importance as Ramsar sites; • The promotion of the wise use of all wetlands in the territory of each country; and • International co-operation with other countries to further the wise use of wetlands and their resources. • While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.	Ramsar Convention on the Conservation on Wetlands of International Importance (1971)
	National	
Biodiversity	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%.	The Environment Act (2021)
Biodiversity	Nature Positive 2030 aims to halt and reverse nature and biodiversity loss by 2030 and achieve full nature recovery by 2050. Through Nature Positive 2030, the five statutory nature conservation bodies of the UK (Joint Nature Conservation Committee, Natural England, Natural Resources Wales, NatureScot and the Northern Ireland Environment Agency) have come together to identify how the UK can succeed in achieving these commitments along with ensuring that nature recovery plays its critical role in achieving net zero.	Nature Positive 2030 (2021)

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Biodiversity	The 25 Year Environment Plan outlines the UK Government's ambition: 'To leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition.' The Plan includes ten key targets of which two focus on biodiversity. <u>Thriving plants and wildlife:</u> • Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term; • Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits; • Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories; and • Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042. <u>Enhancing biosecurity:</u> • Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species; • Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018; • Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and • Working with industry to reduce the impact of endemic disease.	25 Year Environment Plan, HM Government (2018)
Biodiversity	The Environmental Improvement Plan 2023 provides an update to the 25 Year Environment Plan (25YEP) which the Government committed to updating every 5 years.	Environmental Improvement Plan (2023)

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	The Improvement Plan provides a progress update against the 10 goals set out in the 25YEP, which are: • Goal 1: Thriving plants and wildlife • Goal 2: Clean air • Goal 3: Clean and plentiful water • Goal 4: Managing exposure to chemicals and pesticides • Goal 5: Maximise our resources, minimise our waste • Goal 6: Using resources from nature sustainably • Goal 7: Mitigating and adapting to climate change • Goal 8: Reduced risk of harm from environmental hazards • Goal 9: Enhancing biosecurity • Goal 10: Enhanced beauty, heritage, and engagement with the natural environment	
Biodiversity	The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version). The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.	Wildlife and Countryside Act (as amended 1981)
Biodiversity	The Biodiversity Strategy for England sets a fundamental shift in train by ensuring that biodiversity considerations become embedded in all the main sectors of economic activity, public and private. The Strategy capitalises on the opportunities presented by the	Working with the grain of nature: A Biodiversity Strategy for England (2002)

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	report of the Policy Commission on Food and Farming and the current review of the Common Agricultural Policy. The Strategy sets out a programme for five years for the other main policy sectors, to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. It takes account of climate change as one of the most important factors affecting biodiversity and influencing policies.	
Biodiversity	This policy paper sets out how the four countries comprising the UK plan to collaboratively address biodiversity loss. The plan commits the UK to achieving all 23 of the Kunming-Montreal Global Biodiversity Framework (GBF) targets. The goals of the GBF are: • Protect and restore • Prosper with nature • Share benefits fairly • Invest and collaborate This will be achieved by: • Reducing threats to biodiversity • Meeting people's needs through sustainable use and benefit-sharing • Tools and solutions for implementation and mainstreaming	UK National Biodiversity Strategy and Action Plan (2025)
Biodiversity	The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free. Four core themes: 1. Protecting and improving our natural environment; 2. Growing a green economy; 3. Reconnecting people and nature; and 4. International and EU leadership.	The Natural Environment White Paper (2011)

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Biodiversity	Species and habitats should be restored and enhanced in comparison with 2000 levels. Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services. Provide accessible natural environments rich in wildlife for people to enjoy and experience.	Making Space for Nature: A review of England's Wildlife Sites and Ecological Network: Chaired by Professor Sir John Lawton CBE FRS, (2010)
Biodiversity	Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat use. Place natural capital at the centre of economic decision making to avoid the unintended environmental consequences that arise from undervaluing natural assets.	The Natural Choice: Securing the value of nature: HM Government (2011)
Biodiversity	NN NPS paragraphs 5.46 and 5.47 state that *"the development should consider the potential direct and indirect impacts on ecosystems including the impacts on habitats and protected species and the interactions between these, and provide environmental information proportionate to the likely impacts of the infrastructure on biodiversity and nature*." And "*The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests as well as consider how their proposal will deliver biodiversity net gain*." Paragraphs 5.49 of the NN NPS states that "*if avoidance or reduction of harm is not possible, applicants should include appropriate mitigation measures, in line with the mitigation hierarchy, as an integral part of their proposed development, including identifying where and how these will be secured in the long term*".	National Networks National Policy Statement (NN NPS) (2024)
Biodiversity	Section 19 of the NPPF sets out policies aiming to: *'influence the design and location of new development to help drive nature's recovery and contribute to wider environmental outcomes, safeguarding our most important habitats, species and landscapes and recognising the centrality of natural capital to delivering sustainable growth.* Policy N1 of this section states that *'Development plans should safeguard and enhance the natural environment, and reflect the wider benefits from natural capital and ecosystem services, by using Local Nature Recovery Strategies, Protected Landscape Management*	National Planning Policy Framework (NPPF) (2026)

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	Plans, River Basin Management Plans, National Forest Strategies, Community Forest Plans and other relevant evidence at the most appropriate level' in order to realise a number of opportunities and steer development appropriately. ,	
Biodiversity	The report identifies that: • The ecosystem assets are degraded and are less able to cope with the impact of future change: There is currently a very rapid increase in the severity of impacts of climate change, associated invasive species (including pests and diseases) and land and sea-use change which puts the assets and their benefits at risk; and • All of the ecosystem assets, and almost all the benefits they provide, are at high or medium-high risk: • Assets at high risk: marine; coastal margins; freshwaters and wetlands; mountains moorlands and heaths; woodlands; • Assets at medium-high risk: semi-natural grasslands; enclosed farmland; urban; • Benefits at high risk: timber and other wood products; produce from the sea; plentiful water; reared animals and their outputs; clean water; erosion control; flood protection; thriving plants and wildlife; cultural benefits; and • Benefits at medium-high risk: cultivated crops; clean air; urban cooling; noise regulation; pollination; pest and disease control.	State of Natural Capital Report for England 2024: Risks to nature and why it matters (2024)
Biodiversity	In the report, the Natural Capital Committee sets out: • Despite some improvements, only limited progress has been made towards the 25 Year Environment Plan's goals. • Its advice to Government that biodiversity net gain should be expanded to environmental net gain. • Its advice that an England wide baseline of natural capital assets should be established to measure progress towards environmental goals.	The State of Natural Capital; Natural Capital Committee (2020)

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	Natural capital should be seen as infrastructure in its own right, in recognition of its contribution to economic wellbeing.	
Biodiversity	The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations ensure that the habitat and species protection and standards derived from EU law continue to apply in UK law after Brexit.	The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019
Biodiversity	These regulations transposed European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (Habitats Directive) into national law. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.	The Conservation of Habitats and Species Regulations (2017)
Biodiversity	The Act seeks to protect and preserve the environment and guard against pollution to air, land or water. The Act adopts an integrated approach to environmental protection and outlines where authorisation is required from relevant authorities to carry out certain procedures as well as outlining the responsibilities of the relevant authorities. It established the Environment Agency, the Scottish Environment Protection Agency and the National Park authorities. The Act also includes provisions relating to remediation of contaminated land, waste and the designation of Air Quality Management Areas.	Environment Act (1995)
Biodiversity	The Act defines the legal framework for England, Wales and Scotland regarding environmental protection, including the duty of care for waste, contaminated land, and statutory nuisance. Under the Act, Local Authorities or private individuals may take action to secure abatement of any such nuisance, such as noise, and only one person need be affected for action to be possible. It also specifies offences related to the storage, movement, treatment or disposal of controlled waste, and sets out the regime for identifying and remediating contaminated land.	Environmental Protection Act (1990)
Biodiversity	The strategy sets out key aims and actions for addressing the threats posed by invasive non-native species, including the prevention of invasive species arriving in Britain, early detection and monitoring, eradication and control. The strategy covers the period 2023 to 2030 and aims to:	The Great Britain Invasive Non-native Species Strategy 2023 - 2030

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	• get people to work better together, including the government, stakeholders, land managers and the general public; and • improve co-ordination and co-operation on issues at a European and international level.	
Biodiversity	The Act: • makes provision about bodies concerned with the natural environment and rural communities; • makes provision in connection with wildlife, sites of special scientific interest, National Parks and the Broads; • amends the law relating to rights of way; • makes provision as to the Inland Waterways Amenity Advisory Council; and • provides for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes.	Natural Environment and Rural Communities Act (as amended 2006)
	Regional/Local	
Biodiversity	The LNRS aims to establish priorities and map proposals for actions to drive nature's recovery and wider environmental benefits. The main elements of the strategy are: • Gloucestershire's Biodiversity and Opportunities for Nature Recovery; • Biodiversity Priorities and Potential Measures; • Long-list of rare and threatened priority species in Gloucestershire; and • The Local Nature Recovery Strategy map or Local Habitat Map.	GlosNature and Gloucestershire County Council, Local Nature Recovery Strategy (LNRS) (2026)
Biodiversity	The Tree Strategy aims to guide and inform tree planting, growing and new woodland creation in Gloucestershire and ensure that 'the right tree is in the right place'. The Strategy's vision is to create "*a thriving network of sustainably managed trees and*	GFirst LEP and Gloucestershire County Council,

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	woodlands covering at least 20% of the county, delivering resilience and connectivity for people, wildlife and the economy". The Strategy also sets out seven guiding principles. These are: • Establish the right tree in the right place for the right reason, through both active planting and natural regeneration as appropriate; • Nurture lifelong connections between trees and people, recognising health and wellbeing benefits; • Champion the recovery of the County's nature and wildlife, aiming for at least 20% canopy cover by 2030; • Support Gloucestershire to become Net Carbon Zero and be resilient to the impacts of climate change; • Consider alternatives to tree planting and woodland creation when investing in carbon sequestration; • Promote the economic use of woodland to provide sustainable materials that will fund and support the ongoing positive creation and management of woodlands; and • And finally – continue to ensure that existing woodlands and important trees are promoted, protected and well-managed.	Gloucestershire Tree Strategy (2020)
	International	
Landscape and Townscape	The Council of Europe Landscape Convention promotes the protection, management and planning of the landscapes and organises international co-operation on landscape issues. Specific measures include: • raising awareness of the value of landscapes among all sectors of society and of society's role in shaping them; • promoting landscape training and education among landscape specialists, other related professions and in school and university courses;	The Florence Convention - European Landscape Convention 2000 (became binding March 2007)

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	• the identification and assessment of landscapes; • analysis of landscape change, with the active participation of stakeholders; • setting objectives for landscape quality, with the involvement of the public; and • the implementation of landscape policies through the establishment of plans and practical programmes.	
	National	
Landscape and Townscape	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."	25 Year Environment Plan (2018)
Landscape and Townscape	Paragraph 5.164 states that "*the project should be designed, and the scale minimised, to avoid or where unavoidable, mitigate the visual and landscape effects, during construction and operation, so far as is possible while maintaining the operational requirements of the Scheme*". Paragraph 5.168 states that "*applicants should consider how landscapes can be enhanced using landscape management plans, as this will help to enhance environmental assets where they contribute to landscape and townscape quality and can reinforce or enhance landscape features and character*."	National Policy Statement for National Networks (NN NPS) (2024)
Landscape and Townscape	Section 4 of the NPPF sets out policies aiming to: *'meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.'* Policy N4, Paragraph 1 of the NPPF states that: *'Development proposals within Protected Landscapes should be limited in scale and extent and sensitively located and designed to avoid harm to the statutory purposes and special qualities of the Protected Landscape. Substantial weight should be placed on the*	National Planning Policy Framework (NPPF) (2026)

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	importance of conserving and enhancing the natural beauty of these areas, and to conserving and enhancing wildlife and cultural heritage in National Parks and the Broads.' Policy N4, Paragraph 2, of the NPPF states that: '*Proposals for major development within Protected Landscapes should be refused other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.'*	
Landscape and Townscape	The Landscape Institute's position statement, 'Green Infrastructure LI Position Statement 2013' sets out why GI is crucial to our sustainable future. The publication showcases a range of successful GI projects and shows how collaboration is key to delivering multifunctional landscapes. It also illustrates why landscape professionals should take the lead on the integration of GI.	Green Infrastructure: An integrated approach to landscape use. Landscape Institute Position Statement (2013)
Landscape and Townscape	Communities should identify green infrastructure requirements in their local area through addition to or creative enhancement of the existing network. Look to enhance local landscape character, heritage and biodiversity and ensure long term management is included in an overall strategy.	Local Green Infrastructure: helping communities make the most of their landscape: Landscape Institute for Green Infrastructure Partnership (2011)
Landscape and Townscape	Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).	Guidance for Outdoor Sport and Play (2015)
Landscape and Townscape	English Nature (now Natural England) recommends that provision should be made of at least 2 ha of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit: • No person should live more than 300m from their nearest area of natural greenspace;	Accessible Natural Green Space Standards in Towns and Cities: A review and Toolkit for their implementation (2003) and Nature

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	• There should be at least one accessible 20ha site within 2km from home; • There should be one accessible 100ha site within 5km; and • There should be one accessible 500ha site within 10km.	Nearby: Accessible Green Space Guidance (2010)
	Regional/Local	
Landscape and Townscape	There is not currently a county-wide Green Infrastructure Strategy which districts creating their own individual or joint strategies. However, the principles within this Strategic Framework have guided those within these individual strategies. The Strategic Framework identifies seven purposes for the document, these are: • Provide a co-ordinated approach to and a shared vision for green infrastructure across the County. • Underpin the preparation of District, Parish or other green infrastructure strategies. • Form part of the evidence base for local and other plans/strategies. • Bring together relevant stakeholders to engage in green infrastructure issues and solutions. • Identify existing and new potential strategic green infrastructure for Gloucestershire. • Ensure that the multi-functional benefits of green infrastructure are fully recognised, valued and exploited. • Support and prioritise funding bids, landscape scale projects etc.	GlosNature, A Strategic Framework for Green Infrastructure in Gloucestershire (2022)
	International	
Historic Environment	This convention sets out a framework for the identification and designation of cultural or natural heritage sites of 'outstanding universal value' as World Heritage Sites.	UNESCO, The World Heritage Convention (1972)

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Historic Environment	This convention outlines protection measures for archaeological heritage assets, including the development and maintenance of an inventory of sites. The aim of this convention is to protect sites for future study, outlines the requirements to report 'chance finds', as well as controlling excavations. The input of expert archaeologists into the making of planning policies and decisions is also required under this convention.	The Valetta Convention (1992)
Historic Environment	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It affirms the needs for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. The convention considers comprising the following permanent properties, which are stated in Article 1: • Monuments: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings; • Groups of buildings: homogenous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units; and • Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.	Convention for the Protection of the Architectural Heritage of Europe, Granada (1985)
	National	
Historic Environment	Section 20 of the NPPF sets out policies aiming to: *'conserve and enhance the historic environment. Heritage assets are an irreplaceable resource, and range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets should be conserved in a manner appropriate*	National Planning Policy Framework (NPPF) (2026)

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	to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations' Policy HE1, Paragraph 1 of the NPPF States that "*To deliver a positive strategy for the conservation, enhancement and enjoyment of the historic environment, development plans should, at the most appropriate level:* *a. Identify the heritage assets within the plan area, including those heritage assets at most risk through neglect, decay or other threats, set out the key issues facing them and identify where these assets can be used to support sustainable development;* *b. Be informed by a proportionate heritage assessment;* *c. Consider the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;* *d. Take opportunities, for example through site allocations, design guides, design codes and masterplans, to draw on the contribution which the historic environment can make to the character and quality of development, and its context; and* *e. Be supported by a local heritage list to identify non-designated heritage assets that are important to the local community.'*	
Historic Environment	Paragraph 5.210 states that "*where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation".*	National Policy Statement for National Networks (NN NPS) (2024)
Historic Environment	This Act builds on the preceding National Heritage Acts of 1980, 1983 and 1997. All four Acts define the way in which National heritage assets are managed and protected. The 2002 Act extended the powers of the Historic Buildings and Monuments Commission to include underwater archaeology within the territorial waters of the United Kingdom.	The National Heritage Act (2002)
Historic Environment	The Act provides for the preservation and acquisition of buildings of outstanding historic or architectural interest and their contents and related property, and to amend the law relating to ancient monuments and other objects of archaeological interest.	The Historic Buildings and Ancient Monuments Act 1953 (1953)

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Historic Environment	The Act defines sites that warrant protection as ancient monuments. They can be a Scheduled 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".	Ancient Monuments and Archaeological Areas Act 1979 (1979)
Historic Environment	The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The Act introduced the listing of buildings for buildings which possess special architectural or historic interest and the designation of conservation areas for areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.	Planning (Listed Buildings and Conservation Areas) Act (1990)
Historic Environment	The Act secures the protection of the remains of military aircraft and vessels that have crashed, sunk or been stranded and associated human remains, from unauthorised interference.	The Protection of Military Remains Act 1986 (1986)
Historic Environment	The document has three core principles: • Developing a unified approach to the historic environment; • Maximising opportunities for inclusion and involvement; and • Supporting sustainable communities by putting the historic environment at the heart of an effective planning system.	Heritage Protection for the 21st Century (2007)
Historic Environment	This policy statement sets out Government policy on the identification, protection, conservation and investigation of nationally important ancient monuments, under the provisions of the Ancient Monuments and Archaeological Areas Act 1979. It includes principles relating to the selection of scheduled monuments and the determination of applications for scheduled monument consent.	Scheduled Monuments & Nationally Important but Non-Scheduled Monuments (2013)
Historic Environment	Sets out the current thinking on the implications of climate change for the historic environment. It is intended both for the heritage sector and also for those involved in the wider scientific and technical aspects of climate change; in the development of strategies	Climate Change and the Historic Environment (2008)

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	and plans relating to the impact of climate change; or in projects relating to risk assessment, adaptation and mitigation.	
Historic Environment	Heritage at Risk is a national project that aims to identify the endangered sites (historic buildings and places with increased risks of neglect and decay) and then help secure them for the future. The Heritage at Risk Registers were most recently updated in 2024.	Heritage at Risk (2024)
Historic Environment	This document provides guidance for addressing the historic environment in Strategic Environmental Assessment or Sustainability Appraisal. It identifies the recommended list of plans, programmes and policies for review, approach to baseline review, potential sustainability issues.	Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment (2016)
Historic Environment	This strategy outlines the Governments policy regarding the historic environment. The strategy has key aims and objectives that demonstrate the contribution the historic environment makes to the country's economic and social well-being.	The Historic Environment – A Force for the Future (2001)
Historic Environment	This guidance document provides advice on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes.	Historic Environment Good Practice Advice in Planning: 3 (2017)
	Regional/Local	
Historic Environment	Policy DM08 Historic environment states that mineral development proposals will be permitted where they conserve, and where appropriate, enhance the significance of any affected heritage asset.	Gloucestershire County Council, Minerals Local Plan 2018 – 2032 (2020)
Historic Environment	Core Policy WSC16 Historic Environment states that proposals for waste development that would have significant impacts on heritage assets will only be approved if they can demonstrate: • The benefits of the development clearly outweighs the impacts that the proposal would have in the key features of the site; or	Gloucestershire County Council, Waste Core Strategy (WCS) (2012)

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	• The proposal includes adequate measures to mitigate adverse impacts; and • The proposal complies with other relevant polices of the development plan.	
Historic Environment	The Strategy sets out that Nature Recovery Networks will reinforce the natural and cultural diversity of our landscapes, and protect our historic natural environment	GlosNature, A Strategic Framework for Green Infrastructure in Gloucestershire (2022)
	International	
Water Environment	The aim of the Urban Waste Water Directive is to protect the environment from the adverse effects of waste water discharges. It sets out guidelines and legislation for the collection, treatment and discharge of urban waste water. The Directive was adopted by member states in May 1991 and is transposed into law in England and Wales by The Urban Waste Water Treatment (England & Wales) Regulations 1994 (as amended*). The Regulations require that all significant discharges are treated to at least secondary treatment. They also set standards and deadlines for the provision of sewage systems, the treatment of sewage according to the size of the community served by the sewage treatment works and the sensitivity of receiving waters to their discharges.	Urban Waste Water Treatment Directive 1991/271/EEC (1991)
Water Environment	The Drinking Water Directive (DWD) concerns the quality of water intended for human consumption. The objective of the DWD is to protect the health of the consumers in the EU and to make sure the water is wholesome and clean. To do this, the DWD sets standards for 48 (microbiological and chemical) parameters that can be found in drinking water. The parameters must be monitored and tested regularly. In principle WHO guidelines for drinking water are used as a basis for the standards in the DWD. While translating the DWD into their own national legislation (transposition of the DWD), the Member States of the European Union can include additional requirements e.g. regulate additional substances that are relevant within their territory or set higher standards. However, Member States are not allowed to set lower standards as the level of protection of human health should be the same within the whole EU. Member States have to monitor the quality of the drinking water supplied to their citizens and of the water used in the food production industry. Member States report at three yearly intervals the monitoring results to the European Commission.	Drinking Water Directive 1998/83/EC (1988)

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	Standards constitute legal limits. Sets limits for microbiological and chemical parameters in drinking water. Also gives indicator parameters.	
Water Environment	The main aims of the Water Framework Directive (WFD) Regulations are to: • prevent deterioration and enhance status of aquatic ecosystems, including groundwater; • promote sustainable water use; • reduce pollution; and • contribute to the mitigation of floods and droughts The WFD Regulations require the creation of River Basin Management Plans (RBMPs). Statutory objectives are set for Scottish waters through River Basin Management Planning. These objectives are based on ecological assessments and economic judgments. The plans cover all types of water body, e.g. rivers, lochs, lakes, estuaries, coastal waters and groundwater.	Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy ("The Water Framework Directive")
Water Environment	Requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.	Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks
Water Environment	This Directive establishes a regime which sets groundwater quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive establishes quality criteria that takes account local characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge.	Directive 2006/118/EC of the European Parliament and of the Council of 12 December 2006 on the protection of groundwater against pollution and deterioration

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	National	
Water Environment	The Water Resources Act applies to England and Wales and established the National Rivers Authority (now the Environment Agency) to regulate water pollution, water resources, flood defence, fisheries and navigation. The Act covers water abstraction and impounding and discharges to surface and ground waters and coastal waters.	Water Resources Act (1991)
Water Environment	The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 implement the EUs Water Framework Directive (WFD) in England and Wales, aiming to protect and enhance water resources. These regulations provide a framework for managing the water environment, requiring the preparation of river basin management plans and setting environmental objectives for both surface and groundwater.	The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
Water Environment	This framework sets out: • how drought affects different parts of England; • who is involved in managing drought and how they work with the EA; • how the EA and others take action to manage drought; • how the EA monitor and measure the impacts of drought to advise senior management and government on the prospects and possible action; and • how the EA report on drought and communicate with others.	Drought: how it is managed in England – proposed updated response framework (2024)
Water Environment	These regulations aim to ensure appropriate water supply (and water quality) in England. They reflect EU requirements for water intended for human consumption.	The Water Supply (Water Quality) Regulations (2016)
Water Environment	Section 18 of the NPPF sets out policies aiming to: *'minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.'*	National Planning Policy Framework (NPPF) (2026)

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Water Environment	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: • reduce pollution from agriculture, in particular phosphorus and nitrate; • reduce pollution from wastewater, in particular phosphorus and nitrate; • reduce water demand; • improve the quality of habitat on land, including freshwater and coastal sites, expressed through the condition of our protected sites (SSSIs); and • improve the overall status of species populations on land and in freshwaters	The Environment Act (2021)
Water Environment	Paragraph 5.146 states that "*any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Flood Zone 3b should result in no net loss of floodplain storage and not impede water flows."*	National Policy Statement for National Networks (2024)
Water Environment	This policy statement sets out the need and government's policies for, development of nationally significant infrastructure projects for water resources in England.	National Policy Statement for water resources infrastructure (2023)
Water Environment	Paragraph 5.264 and 5.265 states "*the risk of impacts on the water environment can be reduced through careful design to facilitate adherence to good pollution control practice*" and "*activities that discharge to the water environment are subject to pollution control*". Paragraph 5.266 states "… impacts on the water environment should be given more weight where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive".	National Policy Statement for National Networks (2024)

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Water Environment	"Improve at least three quarters of our waters to be close to their natural state as soon as is practicable by: […] Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water".	A Green Future: Our 25 Year Plan to Improve the Environment (2018) - Goal 2 'Clean and plentiful water'
Water Environment	The Environment Agency regularly assesses the water quality of the UK's waterbodies, however many of these are not achieving the required standards and are often prevented by a number of factors and are described as 'Reasons for Not Achieving Good Status (RNAGS)'. Such pressures include pollution from towns, cities and transport affecting 18% of water bodies.	Water Targets: Detailed Evidence Report, Department for Environment Food and Rural Affairs (2022)
Water Environment	This report aims to give guidance on practical implementation of the Water Environment (Water Framework Directive (WFD) (England and Wales) Regulations 2017 as amended by the Floods and Water (Amendments etc.) (EU Exit) Regulations 2019. The river basin planning process involves setting environmental objectives for all groundwater and surface waters (including estuaries and coastal waters) within the river basin district, and devising programmes of measures to meet those objectives.	River Basin Planning Guidance (2021)
Water Environment	The national framework outlines a strategic approach to securing sustainable water resources across England to meet future demand. It emphasizes integrated regional planning, investment in infrastructure, and environmental protection to balance water supply with the needs of people, agriculture, industry, and ecosystems. The framework addresses challenges such as climate change, population growth, and environmental degradation, promoting collaboration among water companies, regulators, and stakeholders to ensure resilience and long-term water security. The framework also sets out a number of criteria that the plans must fulfil as well as things that the plans should or could achieve or include.	Environment Agency (2025) National Framework for Water Resources 2025: water for growth, nature and a resilient future

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Water Environment	The report is the Environment Agency's formal advice on which areas in England are of serious water stress.	Areas of Water Stress: Final Classification (2021)
	Regional/Local	
Water Environment	The framework encourages the development, integration and inclusion of green infrastructure which can help to manage flood risk, store water during droughts, and captures and breaks down pollutants all whilst helping nature recovery.	GlosNature, A Strategic Framework for Green Infrastructure in Gloucestershire (2022)
Water Environment	The Strategy details the objectives and approach of the council to manage and reduce flood risk. It also sets out the council's understanding of flood risk and how they will prioritise investment in specific locations. It also sets out the broad actions the council will take with its partners across the County to manage flood risk. The Strategy sets out six key strategic objectives. These are: • improve our understanding of local flood risk; • put in place plans to manage these risks; • avoid inappropriate development and ensure new development does not increase flooding elsewhere; • increase public awareness of flooding and encourage local communities to take action; • ensure close partnership working and co-ordination with other risk management authorities in Gloucestershire, and; • support response to, and recovery from, flooding incidents.	Gloucestershire County Council, Gloucestershire Local Flood Risk Management Strategy, (2014)
	International	

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Air Quality and Noise	The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.	Ambient Air Quality Directive (2008/50/EC) (2024)
Air Quality and Noise	The Directive establishes national emission reduction commitments for Member States to reduce emissions of sulphur dioxide (SO2), nitrogen oxides (NOx), nonmethane volatile organic compounds (NMVOCs), ammonia (NH3), and fine particulate matter (PM2.5). The directive aims to improve air quality, protect human health and the environment, and achieve long-term air quality goals in line with WHO guidelines. In 2018 this was transposed into UK law by the The National Emission Ceilings Regulations 2018.	National Emissions Ceiling Directive (2016
Air Quality and Noise	The END aims to “define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to the exposure to environmental noise”. For that purpose several actions are to be progressively implemented. It furthermore aims at providing a basis for developing EU measures to reduce noise emitted by major sources, in particular road and rail vehicles and infrastructure, aircraft, outdoor and industrial equipment and mobile machinery.	The Environment Noise Directive (END) 2002/49/EC (2002)
	National	
Air Quality and Noise	The Environment Act, which became law in 2021, acts as the UK’s new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: • Reducing the annual mean level of fine particulate matter (PM2.5) in ambient air (as required by the Environment Bill); and • In the long-term, reducing population exposure to PM2.5.	The Environment Act (2021)

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Air Quality and Noise	The National Emission Ceilings Regulations aim to reduce air pollution. These regulations ensure a reduction of national emissions of atmospheric pollutants (sulphur dioxide, nitrogen oxides, non-methane volatile organic compounds, ammonia and fine particulate matter) into UK law.	The National Emission Ceilings Regulations (2018)
Air Quality and Noise	With regards to the transport sector, the 25 Year Environment Plan identifies four 'early' priorities through the 'Future of Mobility Grand Challenge'. These include encouraging new modes of transport; addressing the challenges of moving from hydrocarbon to zero emission vehicles; and Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.	25 Year Environment Plan, HM Government (2018)
Air Quality and Noise	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. Key Policies and Proposals in the Strategy: • Develop world leading Green Finance capabilities; • Develop a package of measures to support businesses to improve their energy productivity, by at least 20 per cent by 2030; • Improving the energy efficiency of our homes; • Rolling out low carbon heating; • Accelerating the shift to low carbon transport; • Delivering clean, smart, flexible power emissions; and • Enhancing the benefits and value of our natural resources.	The Clean Growth Strategy (2017)
Air Quality and Noise	Policy P3, Paragraph 1 states that: *'Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In*	National Planning Policy Framework (NPPF) (2026)

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	assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people).' Paragraph 2c states that development proposals should: *'Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM2.5. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies'*	
Air Quality and Noise	Paragraph 5.18 states that *"Where a project is likely to lead to a breach of any relevant statutory air quality limits, objectives or targets, the applicant should work with the relevant authorities to secure appropriate mitigation measures. Where a project is located within, or in close proximity to, an Air Quality Management Area or Clean Air Zone, applicants should engage with the relevant local authority to ensure the project is compatible with the Local Air Quality Action Plan."* Paragraph 5.241 states permission for development will not be granted unless "*proposals will meet the following aims, within the context of government policy on sustainable development:* • avoid significant adverse impacts on health and quality of life from noise as a result of the new development; • mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and • contribute to improvements to health and quality of life through the effective management and control of noise, where possible."	National Policy Statement for National Networks (2024)
Air Quality and Noise	Addresses action to reduce emissions from transport "as a significant source of emissions of air pollution", in-particular oxides of nitrogen (NOx) – which is responsible for high levels of NO2 in ambient air, especially in urban areas - and particulate (PM10 and PM2.5) emissions.	Clean Air Strategy (2019)

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Air Quality and Noise	The long-term vision for the Noise Policy Statement for England is to "promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development."	Noise Policy Statement for England (2010)
Air Quality and Noise	This plan sets out how the Government will improve air quality in the UK by reducing nitrogen dioxide emissions in towns and cities. The air quality plans set out targeted local, regional and national measures across 37 zone plans (areas which have identified air quality issues with nitrogen dioxide), a UK overview document and a national list of measures. Measures relate to freight, rail, sustainable travel, low emission vehicles and cleaner transport fuels, among others.	Air Quality Plan for Nitrogen Dioxide (NO2) in UK (2017)
Air Quality and Noise	This strategy sets out the actions that Defra expects local authorities to take in support of our long-term air quality goals, including new PM2.5 targets. It provides a framework to enable local authorities to make the best use of their powers and make improvements for their communities.	The Air Quality Strategy for England (2023)
Air Quality and Noise	This document highlights the health benefits that can be achieved through closer integration of air quality and climate change policies. Air pollution often originates from the same activities that contribute to climate change (notably transport and electricity generation), so linkages between these policy areas could help ensure that they are managed most effectively. Air quality/climate change co-benefits can be realised through actions such as promoting low-carbon vehicles and renewable sources of energy that do not involve combustion. The document aims to set ambitious but realistic air quality targets, and to ensure that climate and air quality targets are better aligned in future.	Air Pollution: Action in a Changing Climate (2010)
	Regional/Local	
Air Quality and Noise	The Gloucestershire Air Quality and Health strategy describes the strategic approach in Gloucestershire to improving air quality and mitigating its impact on health as it relates to nitrogen oxides and particular matter. The key aims of the strategy are: • Bring about a significant and measurable improvement to air quality in Gloucestershire through joined-up working to implement cost-effective measures;	Gloucestershire County Council, Gloucestershire Air Quality and Health Strategy Air Quality Strategy (no date)

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	• Reduce the impact of poor air quality on the health of residents, workers and visitors, and the environment; • Raise public awareness of air quality, its impact on health and personal protection measures in order to promote sustainable behaviour change; • Increase our understanding of the state of air quality in Gloucestershire and the impact of measures to improve air quality; and • Meet and exceed statutory obligations and national targets on air quality.	
	International	
Climate Change and Greenhouse Gases	The Kyoto Protocol was adopted in Kyoto, Japan, on 11 December 1997 and entered into force on 16 February 2005. It is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for industrialized countries for reducing greenhouse gas (GHG) emissions. These amounted to an average of five per cent against 1990 levels in the first commitment period (2008 to 2012). The Protocol was extended to 2020 (the Kyoto second commitment period 2013- 2020), following acceptance of the Doha Agreement, which was entered into force on 31 December 2020.	The Kyoto Protocol to the UN Framework Convention on Climate Change (1997)
Climate Change and Greenhouse Gases	This Directive establishes a common framework for the promotion of energy from renewable sources in order to limit greenhouse gas emissions and to promote cleaner transport. It encourages energy efficiency, energy consumption from renewable sources and the improvement of energy supply. The Directive sets a binding Union target for the overall share of energy from renewable sources in the Union's gross final consumption of energy in 2030.	Promotion of the use of energy from renewable sources Directive 2018/2001/EC (2018)
Climate Change and Greenhouse Gases	As part of the EU's 'Fit for 55' package, a legislative package that aims to align the EU's climate, energy, land use, transport, and taxation policies with a GHG emissions reduction target of 55% by 2030 (compared with 1990 levels), the REDII Directive has been reformed by the Directive (EU) 2023/2413 to set an overall binding renewable energy target of at least 42.5% in the EU's energy mix by 2030, while aiming for a target of 45%. Among the most important updates to the Directive are new provisions on	Promotion of the use of energy from renewable sources Directive 2023/2413/EC (2023 revision)

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	bioenergy, targeted at preventing the degradation of carbon sinks and biodiversity loss associated with existing practices.	
Climate Change and Greenhouse Gases	The strategy sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050. The Strategy has four principal objectives: • to make adaptation smarter; • to make adaption swifter; • to make adaption more systemic, and; • to step up international action on adaptation to climate change.	EU strategy on adaptation to climate change (2021)
Climate Change and Greenhouse Gases	The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.	Ambient Air Quality Directive (2024)
Climate Change and Greenhouse Gases	The Cancun Agreements were a set of significant decisions by the international community to address the long-term challenge of climate change collectively and comprehensively over time, and to take concrete action immediately to speed up the global response to it. The agreements, reached on December 11 in Cancun, Mexico, at the 2010 United Nations Climate Change Conference, represented key steps forward in capturing plans to reduce greenhouse gas emissions, and to help developing nations protect themselves from climate impacts and build their own sustainable futures. The Cancun Agreements' main objectives cover: • Mitigation • Transparency of actions • Technology	The Cancun Agreements (2011

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	• Finance • Adaptation • Forests • Capacity building	
Climate Change and Greenhouse Gases	Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990	The Paris Agreement (2015)
	National	
Climate Change and Greenhouse Gases	Policy CC1, Paragraph 1a of the NPPF states that development plans should propose development patterns through their spatial strategy and allocations which: '*i) Can help contribute to radical reductions in greenhouse gas emissions (which can be informed by an assessment of baseline carbon emissions and the potential effect of development options on future emissions and their mitigation); and* *ii) Avoid increased vulnerability and improve resilience to the effects of climate change (including through providing for necessary infrastructure improvements and the future relocation of homes and other uses where public safety would be at risk, for example as a consequence of coastal change).'*	National Planning Policy Framework (NPPF) (2026)
Climate Change and Greenhouse Gases	Improve carbon management and help the transition towards a low carbon economy in the UK. Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009. Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.	The Climate Change Act (2008)
Climate Change and Greenhouse Gases	Paragraph 4.39 of the NN NPS states that "*applicants must consider the direct (e.g., flooding of road or rail infrastructure) and indirect (e.g., flooding of other parts of the road*	National Policy Statement for National

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	or rail network) impacts of climate change when planning the location, design, build, operation and maintenance." The NN NPS also states that "*in preparing measures to support climate change adaptation, applicants should consider whether nature-based solutions could provide a basis for such adaptation. In addition to avoiding further carbon emissions when compared with some more traditional adaptation approaches, nature-based solutions can also result in biodiversity benefits as well as increasing absorption of carbon dioxide from the atmosphere"* (Paragraph 4.38).	Networks (NN NPS) (2024)
Climate Change and Greenhouse Gases	The 25 Year Environment Plan outlines the UK Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. Mitigating and adapting to climate change: • Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels; • Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century; and • Implementing a sustainable and effective second National Adaptation Programme.	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
Climate Change and Greenhouse Gases	The UK has committed to an 80% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK "carbon budgets" as follows: • 1st carbon budget (2008 to 2012): 23% reduction; • 2nd carbon budget (2013 to 2017): 29% reduction; • 3rd carbon budget (2018 to 2022): 35% reduction by 2020; • 4th carbon budget (2023 to 2027): 50% reduction by 2025;	UK Committee on Climate Change, Interim UK Carbon Budgets

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	• 5th carbon budget (2028 to 2032): 57% reduction by 2030; • 6th carbon budget (2033-2037): 78% reduction by 2035; and • 7th carbon budget (2038-2042): 87% reduction by 2040.	
Climate Change and Greenhouse Gases	The Carbon Budget and Growth Delivery Plan sets out how the government meets its statutory carbon budgets and secure the benefits of this transition for people and businesses. The Plan sets out how the UK will continue to reduce emissions in a way that lowers bills and secures good jobs, in line with the 2008 Climate Change Act. Since the UK introduced it, there has been success around the world with 60 other countries now adopting their own climate legislation.	Carbon budget and growth delivery plan (2025
Climate Change and Greenhouse Gases	The 2030 Strategic Framework sets out how the UK will deliver internationally on its climate and nature goals in this critical decade. The framework sets out an ambitious vision for 2030, to: • keep 1.5°C alive by halving global emissions; • build resilience to current and future climate impacts; and • halt and reverse biodiversity loss. The framework identifies the following six global challenges that must be overcome in order to meet the UK's Paris Agreement commitments: • Transition to clean technologies and sustainable practices across all sectors; • Build resilience and adapt to climate impacts, supporting communities, economics, and ecosystems; • Increase protection, conservation, and restoration of nature and tackle key drivers of nature loss; • Strengthen international agreements and cooperation to accelerate delivery of climate and nature commitments; • Align global financial flows with a net zero, climate resilient and nature positive future;	2030 Strategic Framework for International Climate and Nature Action (2023)

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	and • Shift trade and investment rules and patterns to support the transition to a climate and nature positive future	
Climate Change and Greenhouse Gases	This report sets out how the government intend to adapt to climate change between 2023 and 2028. The programme includes a mix of policies and actions to address the risks and opportunities arising from climate change. The three main themes in the programme are; action, information and coordination. Within the NAP3 the main actions are: • Infrastructure; • Natural Environment; • Health, communities and the built environment; • Business and industry; • International impacts; • Adaptation Reporting Power; and • Supporting evidence. The programme will include investment in resilient infrastructure, as well as contributing to research to continue to improve adaption into the future.	Third National Adaptation Programme (NAP3) (2023
Climate Change and Greenhouse Gases	The strategy for sustainable development aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations. This is implemented with four key priorities: • Sustainable consumption and production; • Climate change; • Natural resource protection; • Sustainable communities.	Securing the Future - UK Sustainable Development Strategy (2005)

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Climate Change and Greenhouse Gases	The first UK Climate Change Risk Assessment and supporting Evidence Report was published in 2012, and subsequently is published every five years. UK Climate Change Risk Assessment 2022 sets out eight priority risk areas needing action in the next two years from when the report was published. These priority risk areas are: • Risks to the viability and diversity of terrestrial and freshwater habitats and species from multiple hazards; • Risks to soil health from increased flooding and drought; • Risks to natural carbon stores and sequestration from multiple hazards leading to increased emissions; • Risks to crops, livestock and commercial trees from multiple hazards; • Risks to supply of food, goods and vital services due to climate-related collapse of supply chains and distribution networks; • Risks to people and the economy from climate-related failure of the power system; • Risks to human health, wellbeing and productivity from increased exposure to heat in homes and other buildings; and, • Multiple risks to the UK from climate change impacts overseas.	The UK Climate Change Risk Assessment 2022 (2022)
	Regional/Local	
Climate Change and Greenhouse Gases	The 'Journey to Net Zero' report provides a breakdown of current emissions in the County, a breakdown of the average resident carbon footprint in the County, as well as potential carbon reduction pathways to reach net zero by 2045. The plan identifies three categories of changes in transport choices, these are 'avoid need to travel', 'shift mode of travel', and 'improve vehicles and driving'. For each of these, the plan goes on to identify proposed measures that can help achieve net zero targets.	Gloucestershire County Council, Journey to Net Zero: A routemap for transforming travel in Gloucestershire (2024)

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Climate Change and Greenhouse Gases	The Gloucestershire Sustainable Energy Strategy sets out the ambitions of the GFirst LEP (now transferred to Gloucestershire Couty Council) and sets out the changes needs in the County to reduce carbon emissions and achieve net zero by 2050. To achieve this, the strategy sets out six key strategic ambitions for Gloucestershire. These are: • Committing to reducing carbon emissions; • Increasing renewable electricity generation; • Improving building energy performance (and tackling fuel poverty in the process); • Decarbonising heat; • Shifting to Electric Vehicles (EVs); • Securing zero carbon new development.	GFirst LEP, Gloucestershire Sustainable Energy Strategy (2019)
Climate Change and Greenhouse Gases	Gloucestershire's sixth annual climate change report provides an update on the County's progress towards its 2045 net zero target, providing data on total emissions as well as a breakdown of emissions across the various sectors. The report also sets out a number of detailed case studies from across the County that have helped to contribute towards the reduction of waste and emissions.	Gloucestershire County Council, 2024-2025 Gloucestershire's sixth annual climate change report (2026)
	International	
Geology, Land Use and Soils	The Nitrates Directive is designed to reduce water pollution caused by nitrate from agriculture. The directive requires Defra to identify surface or ground water that are or could be high in nitrate from agricultural sources. Once a water body is identified as being high in nitrate all land draining to that water is designated a Nitrate Vulnerable Zone. Within these zones, farmers must observe an action programme of measures which include restricting the timing and application of fertilisers and manure and keeping accurate records.	The Nitrates Directive (1991)
	National	

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Geology, Land Use and Soils	Policy L2, Paragraph 1 of the NPPF states that: *'Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:* *a) Remediating despoiled, degraded, derelict, contaminated or unstable land;* *b) Making better use of vacant and underutilised land and buildings (such as: by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping underutilised retail and business sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure which are no longer required);* *c) Making effective use of previously developed land and buildings through temporary uses, in situations where alternative development is anticipated within a reasonable period (including as a result of the land being allocated for an alternative purpose in the development plan)'* Policy M1, Paragraph 6 seeks to facilitate the sustainable use of minerals. It states that: *'Relevant development plan policies should take account of the contribution that substitute or secondary and recycled materials and minerals waste can make to supply, in preference to the extraction of primary materials, whilst aiming to source minerals supplies indigenously.'*	National Planning Policy Framework (NPPF) (2026)
Geology, Land Use and Soils	Goal 5 'Clean and plentiful water' involves using resources from nature more sustainably and efficiently. The plan states: "Improve our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches".	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
Geology, Land Use and Soils	This strategy sets out the governments vision for protecting soil health in the UK. The strategy's vision is that "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."	Safeguarding our Soils A Strategy for England (2009)
	Regional/Local	

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Geology, Land Use and Soils	No regional or local-level strategy identified.	
	International	
Material Assets	The Directive aims at reducing the amount of waste landfilled; promoting recycling and recovery; establishing high standards of landfill practice across the EU and preventing the shipping of waste from one Country to another. The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment (in particular on surface water, groundwater, soil, air and human health) from the landfilling of waste, by introducing stringent technical requirements for waste and landfills. The Directive requires the reduction of the amount of biodegradable municipal waste sent to landfill to 75% of the total generated in 1995 by 2006, 50% by 2009 and 35% by 2016.	Directive on the Landfill of Waste 99/31/EC (1999)
	National	
Material Assets	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: • increase resource productivity; • reduce the volume of 'residual' waste we generate.	The Environment Act (2021)
Material Assets	This waste prevention programme sets out how England aims to prevent waste from occurring and manage it better when it does. The programme encompasses 3 cross-cutting themes: • Designing out waste: Including eco-design and consumer information requirements, and Extended Producer Responsibility schemes; • Systems and services: Including collection and take-back services, encouraging reuse, repair, leasing businesses and facilities; and	The waste prevention programme for England: Maximising Resources, Minimising Waste (2023)

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	• Data and information: including materials databases, product passports (sets of data, unique to the specific product that can be accessed online and give detailed information on, for example, contained materials, components and history, to support improved outcomes such as higher quality recycling) and voluntary corporate reporting.	
Material Assets	Paragraph 5.154 states that "*land contamination and instability should be considered in respect of new development. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land contamination or instability.*" Paragraph 5.71 states that "*consideration should be given to circular economy principles wherever practicable, for example by using longer lasting materials efficiently, optimising the use of secondary materials and how the development will be maintained and decommissioned*".	National Policy Statement for National Networks (NN NPS) (2024)
Material Assets	This policy aims to meet the UK's net zero and climate change targets, including the carbon budgets set under the Climate Change Act 2008 and the target for a decarbonised electricity system by 2035, subject to security of supply; and drive a net zero transition by achieving government targets for renewable and low carbon deployment, innovation and uptake of clean technologies, and providing opportunities to increase energy efficiency.	Strategy and policy statement for energy policy in Great Britain (2024)
Material Assets	Sets out detailed waste planning policies for local authorities. States that planning authorities need to: • Need to use a proportionate evidence base in preparing Local Plans; • Identify sufficient opportunities to meet the identified needs of their area for the management of waste streams; • Identify suitable sites and areas for waste facilities.	National Planning Policy for Waste (2014)
Material Assets	This strategy sets out how the UK intend to move towards a circular economy approach by promoting resource efficiency and minimising waste. The strategy looks to preserve natural capital, and reduce and manage waste safely and carefully to minimise damage to the natural environment. The strategy sets out commitments in line with the 25 Year	Resources and waste strategy for England (2018)

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	Environment Plan, to eliminate avoidable waste and double resource productivity by 2050.	
Material Assets	The review is guided by the "waste hierarchy", EU obligations and targets on waste management, carbon impacts, environmental objectives and the costs and benefits of different policy options. The Governments vision include a move beyond the current throwaway society to a "zero waste economy" in which material resources are reused, recycled or recovered wherever possible, and only disposed of as the option of very last resort.	Government Review of Waste Policy in England 2011 (2011)
Material Assets	The Waste Management Plan for England is an analysis of the current waste management situation in England. The plan does not introduce new policies or change how waste is managed in England. Its aim is to bring current waste management policies together under one national plan.	Waste Management Plan for England (2021)
	Regional/Local	
Material Assets	The Minerals Local Plan for Gloucestershire provides a policy framework for assessing the acceptability of mineral development proposals until the end of 2032. The plan sets out a strategic vision along with detailed objectives, drivers for change, and policies that guide mineral developments across the County.	Gloucestershire County Council, Minerals Local Plan 2018 – 2032 (2020)
Material Assets	The Waste Core Strategy (WCS) sets out how the County Council and its partners will address the issue of planning for waste management in Gloucestershire in the period 2012 to 2027. The WCS sets out a number of key issues, the Council's vision for 2027, and a set of five strategic objectives. The WCS also sets out a range of policies in which guide developments relating to quarrying and waste management in Gloucestershire. The strategic objectives set out in the WCS are: • Waste Reduction; • Re-use, Recycling and Composting; • Other Recovery (including energy recovery);	Gloucestershire County Council, Waste Core Strategy (WCS) (2012)

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	• Waste Disposal; and • Minimising Impact.	
Material Assets	The 2022-25 Interim Gloucestershire Resources and Waste Strategy sets out a sort strategy with the aim of achieving the council's vision. This vision is: "*We will work together to promote resource efficiency and provide sustainable, safe and cost effective waste management in order to respond to our climate emergency, to conserve natural resources and to protect our environment*."	Gloucestershire County Council, 2022-25 Interim Gloucestershire Resources and Waste Strategy (2022)
Material Assets	The annual report highlights the following key points: • In 2024/25, 53.2% of household / local authority collected waste in Gloucestershire was recycled or composted. This figure has remained stable over the past few years; • Gloucestershire's Master Composter volunteers have engaged with various community groups, helping at least 20 people per volunteer to start or improve home composting, diverting 48 tonnes of waste annually; • The proportion of people surveyed who reported recycling food waste increased from 63% in 2022 to 83% in 2024;	Gloucestershire County Council, 2024-2025 Gloucestershire's sixth annual climate change report (2026)
Material Assets	Gloucestershire's Rights of Way and Countryside Access Improvement Plan sets out a plan to improve local rights of way for walkers, cyclists, equestrians (horse riders and horse and carriage drivers), and for people with disabilities.	Gloucestershire County Council, Rights of Way and Countryside Access Improvement Plan 2011 – 2026 (2011)

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Appendix C - Consultation Comments

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Ref	Comment Received From	Section / Paragraph	Comment	WSP Response
1	Natural England	General	Natural England is not able to provide specific advice on this Local Traffic Plan for Gloucestershire and therefore has no comment to make on its details at this early stage. We welcome the opportunity to comment on your later stage draft plan as it emerges. When you consult again it would be helpful if you can set out the specific areas on which you require advice against were you consider there are significant risks to statutory nature conservation sites or protected landscapes.	Noted. No changes required.
2	Historic England	General	Historic England considers that the Scoping Report provides a generally sound basis for the assessment of effects on the historic environment. In particular, we welcome the inclusion of: • The historic environment as a standalone SEA topic • A clearly defined SEA objective which refers to significance, setting and enhancement • Recognition of key issues including the effects on heritage assets including their setting and townscape character • The identification of opportunities relating to heritage-led regeneration. These elements are consistent with national policy and good practice and provide a strong foundation for the next stages of assessment	Noted. No changes required.
3	Historic England	Baseline Information	We welcome the inclusion of baseline information identifying designated assets (listed buildings, scheduled monuments, conservation areas, registered parks and gardens); Heritage at Risk, and; the potential for effects on the setting and significance of assets	Noted. No changes required.

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4	Historic England	Baseline Information	However, we recommend that the baseline is strengthened by: • Explicit reference to non-designated heritage assets, including locally listed buildings • Inclusion of reference to Gloucestershire's historic landscape characterisation (HLC) • Further consideration of the potential of the discovery and impact on important archaeology, particularly in areas of proposed growth or new transport infrastructure	Agreed. **Section 4.8** has been updated to include reference to non-designated heritage assets on local lists. **Section 4.7** has been updated to include reference to HLC. A new bullet has been added to the issues and opportunities section which reads: "*There is potential for discovery and impact on important archaeology, particularly in areas of proposed growth or new transport infrastructure.*"
5	Historic England	Key Issues and Opportunities	The Scoping Report appropriately identifies a range of key issues, including: • Impacts from traffic (noise, vibration, and air pollution) • Visual intrusion and effects on setting • Pressure from development and infrastructure We also support your identification of opportunities to: • Enhance heritage assets • Improve public access • Support regeneration and place-making	Noted. No changes required.
6	Historic England	Key Issues and Opportunities	However, to strengthen this section, we would recommend more explicit reference to the potential impact/risk of specific transport initiatives including for example, • Highway widening • Junction redesign • Increased traffic through historic centres • Lighting and signage impacts	Disagree. The key issues and opportunities identified in **Table 4-22** present high level, generic issues. The potential impacts of specific initiatives will be considered as part of the assessment of

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				scheme level effects and will be presented in the Environmental Report. On this basis, no change is proposed.
7	Historic England	Key Issues and Opportunities	We would also encourage explicit inclusion of potential impacts on non-designated assets and historic townscape character.	Agreed. A new bullet has been added to the issues and opportunities in **Table 4-22** "*There is potential for transport infrastructure to impact designated and non-designated heritage assets and their character and setting, including historic townscape character and previously buried archaeological remains."*
8	Historic England	SEA Objective and Framework	We strongly support the wording of the SEA objective for the historic environment: "*To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.*" This is consistent with national policy and Historic England guidance.	Noted. No changes required.

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9	Historic England	SEA Objective and Framework	However, could we recommend that the assessment criteria explicitly address: • Setting and views • Cumulative effects • Indirect impacts (e.g. traffic, air quality)	Noted. In **Table 5-1**, the Historic Environment Assessment Objective includes consideration of the setting of heritage assets, as follows: *"SEA7: To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value."* The cumulative effects assessment methodology is detailed in **Section 5.4** and **Table 5-2**. A supporting guide question has been included in the SEA Framework in **Table 5-1** relating to indirect effects: *"Avoid indirect effects to heritage assets for example through changes to traffic and air quality?"*
10	Historic England	SEA Objective and Framework	And that the framework clearly distinguishes between: • Avoidance of harm • Mitigation • Enhancement	Noted. The assessment of the draft LTP will consider measures to avoid, mitigate and enhance effects, where appropriate. On this basis no changes to the SEA framework are therefore considered to be necessary.

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11	Historic England	Assessment Methodology	The proposed SEA methodology is appropriate. However, could we suggest further clarification is included on how impacts on the historic environment will be assessed, particularly: • The approach to assessing setting of heritage assets. In this respect we strongly recommend reference to Historic England's guidance on The Setting of Heritage Assets (GPA3) • The proposed methods for identifying and assessing impacts on historic character and townscape Providing this additional detail will ensure a more robust and transparent assessment.	Noted. Commensurate with the strategic nature of the LTP, a high-level, desk-based assessment of the impacts of the Plan on the historic environment will be undertaken. Where potential effects on specific heritage assets are identified, consideration will be given to impacts to setting. Impacts on the Historic Environment will be assessed against SEA Objective 7 (**Table 5-1**)*" To protect and enhance the historic environment and the significance of its component heritage assets (designated and non-designated) including contributions to their significance from setting and group value.".* We note that Historic England strongly support this objective wording. This assessment objective, alongside the supporting guide questions and SEA objective 6 "*To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.*" Set out how likely effects will be identified on historic character and townscape.

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				For the avoidance of doubt, Historic England's guidance on The Setting of Heritage Assets (GPA3) (Historic Environment Good Practice Advice in Planning: 3 (2nd Edition)) has been included in the review of plans and programmes in Appendix B.
12	Historic England	Mitigation and Enhancement	The Scoping Report recognises opportunities for enhancement, which is welcomed. However, to better align with good practice, could we recommend the explicit adoption of a mitigation hierarchy of avoid/minimise/mitigate/enhance.	Noted. The assessment of the draft LTP will consider measures to avoid, mitigate and enhance effects, where appropriate. On this basis no changes to the SEA framework are therefore considered to be necessary.
13	Historic England	Mitigation and Enhancement	It would be beneficial to provide a greater emphasis on positive enhancement measures, such as: • Reducing traffic in historic areas • Improving public realm quality • Supporting heritage-led regeneration and tourism	Agreed. The following guide questions have been included in the assessment framework in **Table 5-1**: *"Will the LTP...* *-reduce traffic in historic areas?* *-improve the quality of the public realm and support heritage-led regeneration and tourism?"*

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14	Historic England	General	Next Steps Historic England look forward to the opportunity to consider the SEA Environmental Report, and the evolving LTP. We presume that the assessment will: • Apply the SEA framework consistently to all options • Clearly identifies significant effects on the historic environment • Includes targeted mitigation and enhancement measures • Demonstrates how the findings have influenced plan development	Noted. No changes required. The SEA Environmental Report will address the points made in this response.
15	Historic England	General	Conclusion Historic England considers that the SEA Scoping Report: • Provides a robust and appropriate starting point for assessing effects on the historic environment • Demonstrates a good level of understanding of key issues and opportunities	Noted. No changes required.
16	Historic England	General	Subject to the recommendations set out above we consider that the SEA is capable of delivering a proportionate and effective assessment of the historic environment.	Noted. No changes required.
17	Environment Agency	General	Overall we welcome the SEA Scoping Report and have no objections to it. The themes presented appear to incorporate the 'SEA topics' suggested by Annex I(f) of the SEA Directive and appear reasonable to reflect the purpose of the plan review and its potential environmental effects. The themes include Biodiversity, Climate change (incorporating mitigation and adaptation) and water environment.	Noted. No changes required.

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18	Environment Agency	Biodiversity	The SEA objectives and questions should look to secure biodiversity protection and enhancement, to secure Biodiversity Net Gain.	Noted. Additional wording added to **Table 4-16**: *"There is the potential for development to incorporate nature protection and enhancement measures to contribute towards nature recovery and secure Biodiversity Net Gain."* The SEA Framework (**Table 5-1**) already includes a guide question on BNG: *"Will the LTP… achieve biodiversity net gain (BNG) through the development of its policies and schemes?".* As well as guide questions on the protection and enhancement of biodiversity such as *"Will the LTP …* *-protect or enhance natural capital and ecosystem services?* *-enhance biodiversity through the use of green infrastructure and nature centric design? "* No further objectives/questions are therefore considered to be necessary.
19	Environment Agency	Climate Change	We welcome the reference to Gloucestershire County Council having declared a climate emergency in 2019, and note the inclusion of the climate change and greenhouse gasses section.	Noted. No changes required.

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20	Environment Agency	Climate Change	We welcome section 4.9 of the document on water environment. Within the document there is reference to groundwater, source protection zones (SPZs) and the Water Framework Directive (WFD). Groundwater vulnerability is an important consideration in Gloucestershire, particularly in the Forest of Dean, Cotswold and Stroud Districts where there is more extensive principal aquifer and SPZs.	Noted. No changes required.
21	Environment Agency	Water Environment	We welcome the inclusion within SEA8 of 'maintain and enhance water quality'. We advise development proposals/policy must 'avoid impact upon water resources' (controlled waters - including Source protection Zones, in particular source protect zone 1 which are areas particularly vulnerable to pollution, such as from new transport development like roads or depots).	Noted. The following additional guide question has been included within the SEA Framework in **Table 5-1** in consideration of this comment: *"Will the LTP... Avoid negative impacts upon water resources, including SPZ's."*
22	Environment Agency	Water Environment	We welcome reference to the Severn and Thames River Basin Management Plans. We recommend that options are considered to help deliver the environmental objectives to improve the water environment.	Noted. The following guide question has been included in the SEA Framework in **Table 5-1** in consideration of this comment: *"Will the LTP… contribute towards the aims and objectives of River Basin Management Plans and the WFD Regulations to improve the water environment?"*

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23	Environment Agency	Water Environment	We welcome the inclusion of 'provision of natural, undeveloped buffer zones' for watercourses but this could go further. Future development should help to facilitate the restoration of watercourses, such as deculverting of any watercourse within or on the boundary of a site, re-meandering and naturalising artificially engineered river bank or beds, and providing an adequate riparian corridor in meeting flood risk, linked to RBMP and WFD objectives.	Noted.
24	Environment Agency	Water Environment	The objectives could include an indicator on water quality levels within the County's main watercourses. This could be linked to the status and/or potential of waterbodies under WFD objectives.	Noted. The key issues and opportunities identified for the Water Environment in **Table 5-1** already include reference to the physical and chemical status of waterbodies in Gloucestershire as well as WFD status: *"-The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as habitats.* *-Of the 253 water bodies identified, just 22 are achieving 'good' status, falling far*

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				short of the WFD target. In response to this comment, the following additional guide question has been included in the SEA Framework in **Table 5-1** *" Will the LTP... contribute towards the aims and objectives of the River Basin Management Plans and WFD Regulations to improve the water environment?"*
25	Environment Agency	Flood Risk	We note flood risk is included within the water environment section of the SEA Framework. We suggest the following slight alteration to SEA8 to aid clarity: To reduce the risk and vulnerability **from,** and increase resilience to**,** flooding**,** and to maintain and enhance water quality by reducing levels of pollution from the transport network.	Agreed. The SEA objective has been revised in accordance with this comment.

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26	Environment Agency	Flood Risk	For fluvial flood risk, it should be noted that there is a need to include a different climate change allowance for climate change (peak river flows) to inform the location, impacts and design of a scheme depending on development vulnerability.	Noted. SEA is a high-level assessment and the effects of climate change will be considered through the Climate Change and Greenhouse Gases topic. The SEA Framework in **Table 5-1** includes the following guide questions: *- Will the LTP… plan for and implement/facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/flooding?* *- Will the LTP account for future climate change and consider locating transport infrastructure away from areas of high flood risk, or where road drainage may impact on water quality issues?* The detailed application of climate change allowances would be considered as part of project-level assessments. On this basis, no change is proposed.

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27	Environment Agency	Flood Risk	We note that the SEA questions have not identified the flood risk sequential test approach in relation to aiming to facilitate new development in areas at lower risk of flooding and the sequential approach/NPPG policy aims in terms of avoiding inappropriate development in areas subject to flood risk (applications granted in flood risk areas). This would be a helpful amendment to make. We suggest the SEA Framework Questions could include: 'Will the proposal/policy avoid inappropriate development in the floodplain?'	Agreed. The following guide question has been included within the SEA Framework in **Table 5-1:** "Will the LTP include proposals and policies that avoid inappropriate development in the floodplain?"
28	Environment Agency	Flood Risk	The SEA should look at 'ensuring flood risk reduction/improvement to the flood regime'. For example, options to look at strategic flood risk management and reduction measures could be incorporated, for example flood storage improvements, which can often be linked to other wider environmental benefits, or biodiversity enhancement, if planned. Alternatively, options to look at flood alleviation scheme improvements could be explored.	Agreed. The SEA Framework in **Table 5-1** includes consideration of flood risk reduction through the following guide questions: *- "Will the LTP… ensure that development in close proximity to a watercourse includes provision of natural, undeveloped buffer zones that contribute to natural flood management whilst also allowing access for maintenance and emergency works?"* *- "Will the LTP… incorporate SuDS and GI within new developments in order to adapt to climate change, provide pollutant filtration, and counteract flood risk?"* However, in response to this comment, the following additional guide question has been included in the SEA Framework: *- "Will the LTP… incorporate flood risk*

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	reduction or improvement measures, for example, flood storage improvements or biodiversity enhancement?"

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Appendix B: Assessment of Policies

Objective 1: Improving regional transport connections to support a wider functional economic area

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	- / ++	++	- / ++	- / ++	0	+	- / ++	**Likely Significant Effects** Implementation of policies that support investment in rail and public transport infrastructure are likely to improve the attractiveness and quality of public transport and improve connectivity across the County and wider region, enabling greater access to education, employment, and services which will positively contribute to the quality of life for the whole population. Improvements to connectivity across the area will also enhance access to local facilities and town centres. It is anticipated that improvements to transport infrastructure may improve conditions for people with mobility aids, or adapted bicycles, improving the accessibility of routes. Furthermore, there will be positive effects associated with the collaborative approach with National Highways, developers and Homes England to manage the potential transport impacts of development on the highway network. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, which may lead to temporary severance of services. Construction works may also introduce obstacles which could make pavements harder to navigate, particularly for disabled users and those with visual impairments.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									Overall, a mixed significant positive and minor negative effect has been identified as improvements to regional transport connections will improve connectivity for those who rely on public transport for work, and improve the network for future generations, supporting population growth, however, construction activities may cause temporary severance of services. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	- / +	++	- / ++	- / ++	0	+	- / ++	**Likely Significant Effects** Improvements to regional transport connectivity across the area will enhance access to healthcare facilities and town centres. It is also anticipated that improvements to transport infrastructure may improve conditions for people with mobility aids, or adapted bicycles, improving the accessibility of routes. Policies 2 and 6 are likely to increase funding in the local transport network, which is likely to improve the attractiveness and quality of the public transport network. Additionally, the promotion of sustainable modes of transport is likely to lead to improvements in both air quality and noise quality, alongside supporting and encouraging healthy lifestyles, which will have positive effects on health and wellbeing. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, which may lead to temporary severance of services. Construction works may also introduce obstacles which could make pavements harder to navigate, particularly for disabled users and those with visual impairments. Overall, a mixed significant positive and minor negative effect has been identified as these improvements are likely to improve connectivity for those who rely on public transport for access to services, facilities, places that benefit health and healthy lifestyles. Additionally, it will enable greater access to

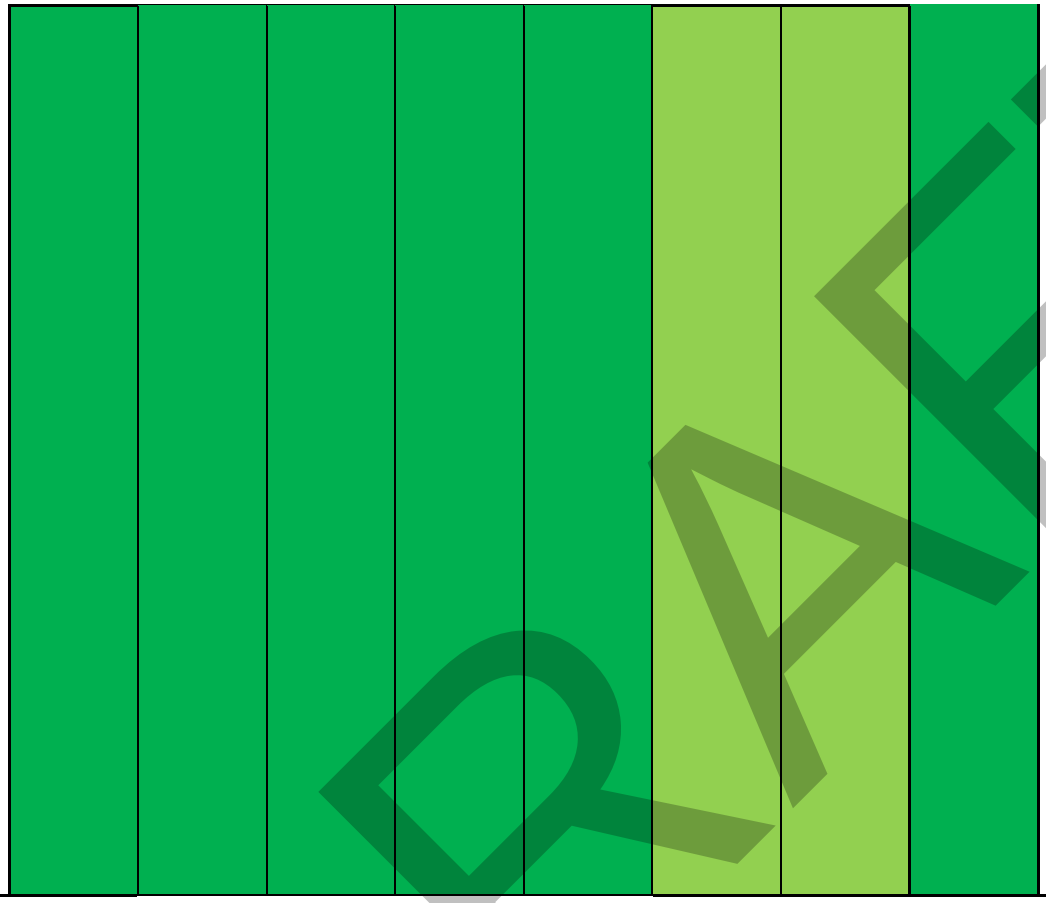
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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									education, employment, and services which will positively contribute to the mental health and wellbeing and quality of life for the whole population. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	++	- / ++	++	- / ++	- / ++	+	+	- / ++	**Likely Significant Effects** Implementation of Policy 1 will support rail operators to deliver quick, reliable, integrated, convenient and accessible journeys. Policies 3, 4 and 5 are likely to improve connectivity across the area which will enhance access to local facilities and town centres. It is also anticipated that improvements to transport infrastructure may improve conditions for people with mobility aids, or adapted bicycles, improving the accessibility of routes. Policies 2 and 6 are likely to increase funding in the local transport network, which is likely to improve the attractiveness and quality of active travel and public transport will also improve connectivity across the County, enabling greater access to education, employment, and services which will positively contribute to the quality of life for the whole population. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, including the construction of a new railway station, which may lead to temporary severance of services Overall, a mixed minor negative and significant positive effect has been identified as increased funding, improvements to the strategic road network, local highways, and the public transport network will provide greater connectivity across Gloucestershire which will support key sectors, attract inward investment and support economic success. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties**

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The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	++	+	+	+	0	+	**Likely Significant Effects** Improvements to the public transport network, such as upgrades to rail infrastructure, are likely to result in improvements for people with mobility aids, or adapted bicycles, improving the accessibility and safety of routes. Additionally, infrastructure enhancements, such as junction improvements, signal improvements and closure of level crossings where there are material safety risks, will improve the safety of the rail network. Improvements to existing connections, and increasing the frequency and reliability of transport connections, will improve feelings of safety, especially during the evening, at night, and in the dark. Improvements to the highway network, such as carrying out timely repairs, will also lead to improvements in safety. Overall, a minor positive effect has been identified as improvements to regional transport connections will improve connectivity for those who rely on public transport for work and improve safety across the network. **Mitigation** N/A **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									maintenance activities. It is assumed that there will be improvements to conditions for people with mobility aids, or adapted bicycles, improving the accessibility of routes. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	**0**	**- / +**	**+**	**-**	**-**	**- / +**	**- / +**	**- / +**	**Likely Significant Effects** The proposed actions and interventions under the policies supporting Objective 1 predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance works carried out which has the potential for negative effects on biodiversity in both the short and long-term through increased disturbance arising from construction activities, particularly due to noise, emissions, and vibration, and access of designated sites that intersect or are located within close proximity to proposed schemes. However, effects will depend on the nature and location of works and potential pathways to sensitive receptors. In the long term, the promotion of sustainable travel modes, alongside reductions in congestion and reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions and improvement in noise quality, which will help to alleviate pressure upon the regions valued habitats and species. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policies, it is assumed that any maintenance works would seek to minimise impacts

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									on biodiversity. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	0	- / +	+	+	+	- / +	-/+	- / +	**Likely Significant Effects** The proposed actions and interventions under the policies supporting Objective 1 predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. The maintenance and improvement of existing infrastructure could negatively impact the local landscape and townscape during both construction and operation. In line with national and local planning policy, it is assumed that any maintenance work will seek to minimise impacts on the landscape and townscape, particularly any impacts on National Landscapes. In the longer-term, improved maintenance of the transport network could have a minor positive effect by improving access to the rural landscape and contributing to a reduction of private vehicles on the roads. Positive effects may also be realised where schemes are utilising the existing highways network, or brownfield land and implementing nature-based solutions. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policy, it is assumed that any maintenance and improvement work will seek to minimise impacts on the landscape and townscape, particularly any impacts on National Landscapes. Mitigated through implementation of a CEMP.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									Assumptions It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	0	- / +	+	0	0	- / +	- / +	- / +	**Likely Significant Effects** The proposed actions and interventions under the policies supporting Objective 1 predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. Construction works associated with the maintenance and improvement of existing infrastructure may restrict access to heritage assets during construction, and cause temporary disturbance through increased vehicles and noise. In line with national and local planning policy, however, it is assumed that any maintenance and improvement work will seek to minimise impacts on the historic environment and sensitive heritage assets. In the longer-term, improved maintenance of the transport network could have a minor positive effect on this SEA objective by improving access to heritage assets and contributing to a reduction of private vehicles on the roads with benefits to setting. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policy, it is assumed that any maintenance and improvement work will seek to minimise impacts on the historic environment and sensitive heritage assets. Mitigated through implementation of a CEMP.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									Assumptions It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	0	- / +	0	-/+	-/+	- / +	0	- / +	**Likely Significant Effects** Development associated with the improvement and maintenance of existing infrastructure may provide an opportunity to reduce existing levels of flood risk through the incorporation of sustainable drainage measures should these not be in place. Improvements to regional transport infrastructure is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit water quality by reducing levels of pollution from the transport network. However, the potential increased use of hard-standing surfaces as part of proposed improvements and maintenance activities could increase surface water runoff, therefore, resulting in potential negative effects on flooding. At this stage, the exact measures are uncertain. Overall, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's s	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's s	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	0	- / +	+	- /+	- / +	- / +	0	- / +	**Likely Significant Effects** In the short-term, there may be temporary negative impacts on air quality while undertaking maintenance/improvement activities as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy, the works would seek to avoid and minimise impacts on air quality and traffic. In the longer-term, improving the resilience of the transport, improvements to rail infrastructure, the promotion of sustainable transport modes, and the effective management of the highway network will help to reduce traffic and the number of vehicles on the road with minor positive effects on air and noise quality. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policy, any required works would seek to avoid and minimise impacts on air quality and traffic. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	0	- / +	+	0	0	- / +	+	- / +	**Likely Significant Effects** Any maintenance and improvement work required could increase vehicle movements, and subsequently increase traffic and congestion, resulting in short-term, temporary negative impacts due to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts. In the longer-term, improving the resilience of the transport, improvements to rail infrastructure, the promotion of sustainable transport modes, and the effective management of the highway network will help to reduce traffic and the number of vehicles on the road which will reduce greenhouse gas (GHG) emission from the transport network, positively benefit this SEA objective. Therefore, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
									Uncertainties The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	0	- / +	0	+	+	0	0	- / +	**Likely Significant Effects** Continued road, bridge, rail, and public transport infrastructure maintenance and improvements may cause temporary, negative impacts to the surrounding land and soils, including best and most versatile agricultural land. As schemes emerge there may be potential for these schemes to support the sustainable use of resource and efficient use of land. Therefore, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 1: Preparing for Devolution	Policy 2: Improving Gloucestershire's	Policy 3: Delivering high quality coach	Policy 4: Managing Gloucestershire's	Policy 5: Supporting the function of the	Policy 6: Ensuring efficient freight movement	Policy 7: Funding Strategic infrastructure	Cumulative Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	0	- / ?	0	- / ?	- / ?	0	0	- / ?	**Likely Significant Effects** The level of construction required to support proposals which may come forward under the policies is not currently known, but there is potential for these to generate waste. As schemes emerge there may be potential for these to support to minimise levels of waste and re-use existing infrastructure. While it is anticipated that resources will be required and waste generated during improvement and maintenance activities, this is unlikely to be at the same scale as for the delivery of new infrastructure. Overall, a minor negative uncertain effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. It is expected that best practice measures will be utilised and recycled and recyclable materials will be used where possible. **Assumptions** It is assumed that proposed actions and interventions predominantly relate to increased funding and improvements to existing infrastructure, rather than the delivery of new infrastructure. However, there is likely to be improvement and maintenance activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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Objective 2: A transport system which supports sustainable housing and employment growth

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportatio n network to support future demographic changes for the population.	++	- / ++	- / ++	++	++	- / ++	**Likely Significant Effects** Improvements to transport infrastructure, such as enhancing rail connectivity, developing a bus rapid transit system, and ensuring accessible and reliable public transport will have significant beneficial effects on the local population. Improvements to public transport and highways and development of new rail stations will increase accessibility to employment, education and local facilities, especially when utilising a place-based approach and if focused on areas that are currently poorly served by public transport services and areas where new development is proposed. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. Further positive effects are associated with schemes that promote accessibility, such as ensuring that new development is inclusive, able to reduce car dependency, and that services are able to be accessed by all, removing barriers for older people, people with disabilities and mobility restrictions, and carers. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, including the construction of a new railway station, which may lead to temporary severance of services. Construction works may also introduce obstacles which could make pavements harder to navigate, particularly for disabled users and those with visual impairments. Overall, a mixed significant positive and minor negative effect has been identified as improvements to regional transport connections will improve connectivity for those who rely on public transport for work, and improve the network for future

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							generations, supporting population growth, however, construction activities may cause temporary severance of services. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	++	- / ++	- / ++	++	++	- / ++	**Likely Significant Effects** Improvements to connectivity, such as enhancing rail connectivity, developing a bus rapid transit system, and ensuring accessible and reliable public transport across the area will enhance access to local facilities (including healthcare facilities) and town centres. It is also anticipated that improvements to transport infrastructure may improve conditions for people with mobility aids, or adapted bicycles, improving the accessibility of routes. Additionally, policies that support well-designed parking enable visitors to have easy access to destinations, alleviating feelings of fear and unease when travelling to the County. Additionally, the promotion of sustainable modes of transport is likely to lead to improvements in both air quality and noise quality, alongside supporting and encouraging healthy lifestyles, which will have positive effects on health and wellbeing There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, including the construction of a new railway station, which may lead to temporary severance of services. Construction works may also introduce obstacles which could make pavements harder to navigate, particularly for disabled users and those with visual impairments. Overall, a mixed significant positive and minor negative effect has been identified as these improvements are likely to improve connectivity for those who rely on public transport for access to services, facilities, places that benefit health and healthy lifestyles. Additionally, it will enable greater access to education, employment, and services which will positively contribute to the mental health and wellbeing and quality of life for the whole

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							population. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestersh ire to support key sectors, attract inward investment and support economic success.	+	- / ++	- / ++	+	++	- / ++	**Likely Significant Effects** Improvements to transport infrastructure, such as enhancing rail connectivity, developing a bus rapid transit system, and ensuring accessible and reliable public transport, are likely to improve connectivity across the County. Improvements to public transport and highways and development of new rail stations will increase connectivity to employment, education and local facilities, especially when utilising a place-based approach and if focused on areas that are currently poorly served by public transport services and where new development is proposed. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. Further positive effects are associated with measures that promote accessibility to key sectors, such as retail and leisure facilities, and ensuring that services are able to be accessed by all, removing barriers for older people, people with disabilities and mobility restrictions, and carers. By ensuring new development is located and designed to be inclusive and within easy walking and wheeling distance to local amenities, connectivity across the County is likely to improve. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, including the construction of a new railway station, which may lead to temporary severance of services. Overall, a mixed minor negative and significant positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							Assumptions It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	++	+	+	**Likely Significant Effects** Encouraging the use of public and active transport by supporting the development of cycling and walking routes, improving signage, wayfinding and maintenance, alongside a modal shift away from cars will help to reduce the number of cars on the road and therefore, the number of accidents. Further benefits are anticipated from ensuring new development is located and designed to be inclusive and within easy walking and wheeling distance to local amenities. Additionally, improving existing connections and increasing the frequency and reliability of transport connections will improve feelings of safety, especially during the evening, at night, and in the dark. **Mitigation** N/A **Assumptions** It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environment al and biodiversity net gain.	+	- / +	- / +	+	+	- / +	**Likely Significant Effects** There is potential for negative effects on biodiversity arising from construction and operational activities associated with the schemes that may come forward under these policies, particularly due to noise, emissions and vibration, and access of designated sites that intersect or are located within close proximity to proposed schemes. However, it is assumed that these effects will be appropriately mitigated through implementation of a CEMP. In the long term, by encouraging a modal shift to more sustainable modes of transport alongside ensuring new development is located and designed to be inclusive and within easy walking and wheeling distance to local amenities, there is potential for positive effects on biodiversity due to schemes contributing to reductions in traffic disturbance from noise and vibration, as well as reduced degradation from poor air quality. As a result, a mixed minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policies, it is assumed that any maintenance and construction works would seek to minimise impacts on biodiversity. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services will be developed.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							Uncertainties The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	-	-	+	+	- / +	**Likely Significant Effects** There is likely to be positive effects upon landscape and townscape due to a reduction in private vehicle usage and therefore noise pollution. This is likely to enhance the landscape and townscape setting due to reduced disturbance and increased levels of tranquillity and improve visual amenity. Additionally, the development of active and sustainable travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. The introduction of new transport infrastructure, including a new railway station, could result in potential land take and could detract from the local landscape and townscape, resulting in negative effects during both construction and operation. However, positive effects may be realised where schemes are utilising the existing highways network, or brownfield land and implementing nature-based solutions. At this stage, the scale of development and the interventions that may come forward are unknown, and as such, mixed minor negative and minor positive effects have been identified. **Mitigation** In line with national and local planning policy, it is assumed that any maintenance and improvement work will seek to minimise impacts on the landscape, townscape and seascape, particularly any impacts on National Landscapes. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	+	-	-	+	+	- / +	**Likely Significant Effects** There is potential for negative effects on heritage assets arising from construction and operational activities associated with schemes that may come forward under the policies, particularly due to noise and vibration, alteration to settings, as well as altering access to those assets that are intersected by schemes. However, it is assumed that these effects will be appropriately mitigated through implementation of a CEMP. In the long term, there is potential for positive effects on heritage assets due to the enhancement of the setting of heritage assets, as a result of reductions in traffic disturbance from noise and vibration and improvements to visual amenity. Additionally, the development of active and sustainable travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. The promotion of sustainable travel modes and reduced private vehicle usage is likely to improve air quality which will help to reduce degradation of heritage assets through poor air quality. Potential effects on buried archaeological assets would need to be considered at scheme level. **Mitigation** Mitigated through implementation of a CEMP. In line with national and local planning policy, it is assumed that any maintenance and improvement work will seek to minimise impacts on the historic environment, in particular any impacts on designated and non-designated heritage assets.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							Assumptions It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	- / +	- / +	+	+	- / +	**Likely Significant Effects** Improvements and maintenance of the existing network, structures and assets with a focus on road safety and climate resilience may include measures such as SuDS which will help to reduce flood risk and provide climate resilience resulting in a minor positive effects in respect of flood risk. However, the potential increased use of hard-standing surfaces as part of proposed improvements, including a new railway station and Bus Rapid Transport system, could increase surface water runoff, therefore, resulting in potential negative effects on flooding. Encouraging the use of public and active transport by supporting the development of cycling and walking routes, improving signage, wayfinding and maintenance, alongside a modal shift away from cars will help to reduce the number of cars on the road. This is likely to indirectly benefit water quality by reducing levels of pollution from the transport network. At this stage, the exact measures are uncertain. Overall, a mixed minor positive and minor negative effect has been identified. **Mitigation** In line with national and local planning policy, it is assumed that any maintenance work will seek to minimise impacts on flood risk and water quality. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services will be developed.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							Uncertainties The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	- / +	- / +	+	+	- / +	**Likely Significant Effects** There is potential for positive effects upon air quality and noise due to the promotion of active travel and sustainable transport modes, which is likely to encourage a modal shift away from private vehicle use, reducing emissions and noise arising from transport and therefore improving air quality. Additionally, projects that contribute to highways improvements and maintenance may have positive long-term effects upon air quality due to reducing congestion and vehicle idling times. Further positive effects are associated with measures such as ensuring new development is located and designed to be inclusive and within easy walking and wheeling distance to local amenities, which will reduce the number of cars on the road and therefore reduce emissions and improve air quality. There is potential that construction of a new railway station will lead to new or re-routed traffic movements. This may have localised negative effects upon air quality and noise which would require further consideration at project level. In the short-term, there is potential for minor negative effects upon air quality and noise as a result of construction activities and equipment. However, this is not anticipated to be significant due to their short-term nature and can be appropriately mitigated against through a CEMP. **Mitigation** In line with national and local planning policy, it is assumed that any maintenance and improvement work will seek to minimise impacts on local air quality and noise pollution. Mitigated through implementation of a CEMP.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							Assumptions It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	- / +	- / +	+	+	- / +	**Likely Significant Effects** There is potential for positive effects upon GHGs as the projects that may come forward under these policies largely promote active travel and sustainable transport modes, which is likely to encourage a modal shift away from private vehicle use, reducing greenhouse emissions arising from transport. Additionally, projects that contribute to highways improvements and maintenance may have positive long-term effects upon GHG emissions due to reducing congestion and vehicle idling times. There is potential that larger-scale schemes, such as the construction of a new rail stations and Bus Rapid Transport system, may lead to an increase in GHG emissions through embodied carbon in construction materials and emissions from construction activities and associated transport. There is also the potential for new or re-routed traffic movements associated with new rail stations. In the short-term, potential minor negative effects as a result of construction activities and use of associated equipment is not anticipated to be significant due to their short-term nature, and can be appropriately mitigated against through a CEMP. **Mitigation** Through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services will be developed. **Uncertainties**

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
							The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	+	- / +	- / +	+	+	- / +	**Likely Significant Effects** The existing use of land is not currently known for the infrastructure needed to support these policies, particularly for the construction of a new railway station and Bus Rapid Transport system. As schemes emerge there may be potential for these schemes to support the sustainable use of resource and efficient use of land. As a result, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 8: Land use transport integrati on	Policy 9: Supporti ng enhance d rail	Policy 10: Prioritisi ng high-	Policy 11: Develop ment	Policy 12: Connecti ng local	Cumulati ve Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	0	-	-	0	0	-	**Likely Significant Effects** The level of construction required to support these policies is not currently known, but there is potential for these to generate waste, particularly for the construction of a new railway station and Bus Rapid Transport system. As schemes emerge, there may be potential for these to support to minimise levels of waste and re-use existing infrastructure. It is also anticipated that resources will be required and waste generated during improvement and maintenance activities, however, this is unlikely to be at the same scale as for the delivery of new infrastructure. **Mitigation** Mitigated through implementation of a CEMP. It is expected that best practice measures will be utilised, and recycled and recyclable materials will be used where possible. **Assumptions** It is assumed that new stations and additional calls or services will be developed. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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Objective 3: Making our transport system more reliable and resilient all day, every day

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft policies	Commentary

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SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	+	- / ++	+	+	+	- / +	**Likely Significant Effects** Improvements to the reliability and resilience of transport infrastructure, such as implementing measures to manage travel demand, manage on-street parking, integrate climate adaptation and resilience measures, and ensuring accessible and reliable public transport, are likely to have beneficial effects on the inclusivity, capacity and connectivity of the transport network. Further positive effects are associated with policies that improve to public transport through improved journey times and multi-modal systems that respond quickly to evolving traffic conditions. These measures are likely to increase the capacity and connectivity of the transportation network, especially when utilising a place-based approach and if focused on areas that are currently poorly served by public transport services and where new development is proposed. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. Potential negative effects may arise from projects emerging under Policy 15, such as the delivery of a coordinated programme of major highway schemes that improve network capacity, provide alternative routes and strengthen resilience across the strategic network. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, which may lead to temporary severance of services. Construction works may also introduce obstacles which could make pavements harder to navigate, particularly for disabled users and those with visual impairments. Overall, a mixed minor positive and minor negative effect has been identified as improvements to regional transport connections will improve connectivity for those who rely on public transport for work, and improve the network for future generations,

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
								supporting population growth, however, construction activities may cause temporary severance of services. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	++	- / ++	+	++	+	- / ++	**Likely Significant Effects** Improvements to the reliability and resilience of transport infrastructure, such as implementing measures to manage travel demand, manage on-street parking, integrate climate adaptation and resilience measures, and ensuring accessible and reliable public transport, are likely to have positive benefits to both the physical and mental health and wellbeing of the County's population by improving the reliability and connectivity of the transport network. This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Improvements to the transportation network in both rural and urban areas to create a more reliable and accessible transport system is likely to enable better access to healthcare services and other facilities, and places that benefit health. Additionally, the promotion of sustainable modes of transport is likely to lead to improvements in both air quality and noise quality, alongside supporting and encouraging healthy lifestyles, which will have positive effects on health and wellbeing There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, which may lead to temporary severance of services. Construction works may also introduce obstacles which could make pavements harder to navigate, particularly for disabled users and those with visual impairments. Overall, a mixed significant positive and minor negative effect has been identified as policies under this objective are likely improve connectivity for those who rely on public transport for access to education, employment, and services which will positively contribute to the mental health and wellbeing and

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
								quality of life for the whole population. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	- / ++	+	0	+	- / +	**Likely Significant Effects** Improvements to the reliability and resilience of transport infrastructure, such as implementing measures to manage travel demand, manage on-street parking, integrating climate adaptation and resilience measures, and ensuring accessible and reliable public transport, are likely to improve connectivity across the County. This is likely to increase connectivity to employment, education and local facilities, especially when utilising a place-based approach and if focused on areas that are currently poorly served by public transport services and where new development is proposed. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. There may be minor negative effects related to construction works carried out to improve the transport network infrastructure, including the construction of a new railway station, which may lead to temporary severance of services. As such, a mixed minor negative and minor positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	+	++	+	+	**Likely Significant Effects** Improvements to existing connections, and increasing the frequency and reliability of transport connections, will improve feelings of safety, especially during the evening, at night, and in the dark. Improvements to the highway network are also likely to improve safety by measures such as layout improvements and development of incident response plans. Furthermore, measures such as managing and enforcing traffic, parking and regulatory measures are also likely to improve the safety of the highway. Additionally, encouraging the use of public transport and a modal shift away from cars will help to reduce the number of cars on the road and therefore, the, number of accidents. Overall, a minor positive effect has been identified as improvements to the reliability and resilience of the transport network will improve connectivity for those who rely on public transport for work, and improve safety across the network. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+	+	- / +	+	0	+	- / +	**Likely Significant Effects** The implementation of measures to manage travel demand such as the introduction of a congestion charge, managing and enforcing traffic, parking and regulatory controls, improvements to bus timetables and journey times, and accessible and reliable public transport, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions to air and improvement in noise levels, which will help to alleviate pressure upon the regions valued habitats and species. There is potential for negative effects on biodiversity arising from construction activities associated with the schemes that may come forward under these policies, particularly due to noise, emissions and vibration, that intersect or are located within close proximity to proposed schemes. However, it is assumed that these effects will be appropriately mitigated through implementation of a CEMP. As a result, a mixed minor negative and minor positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. In line with national and local planning policies, it is assumed that any maintenance and construction works would seek to minimise impacts on biodiversity. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement. **Assumptions**

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
								It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	+	- / +	+	+	+	- / +	**Likely Significant Effects** The implementation of measures to manage travel demand such as the introduction of a congestion charge, managing and enforcing traffic, parking and regulatory controls, improvements to bus timetables and journey times, and accessible and reliable public transport, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit landscape and townscape as a result of reducing private vehicle use and reducing noise pollution, alongside improvements to visual amenity, therefore enhancing the landscape and townscape setting due to reduced disturbance and increased levels of tranquillity. The introduction of new transport infrastructure, could result in potential land take and could detract from the local landscape and townscape, resulting in negative effects during both construction and operation. However, positive effects may be realised where schemes are utilising the existing highways network, or brownfield land and implementing nature-based solutions. As a result, a mixed minor negative and minor positive effect has been identified. . **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities.

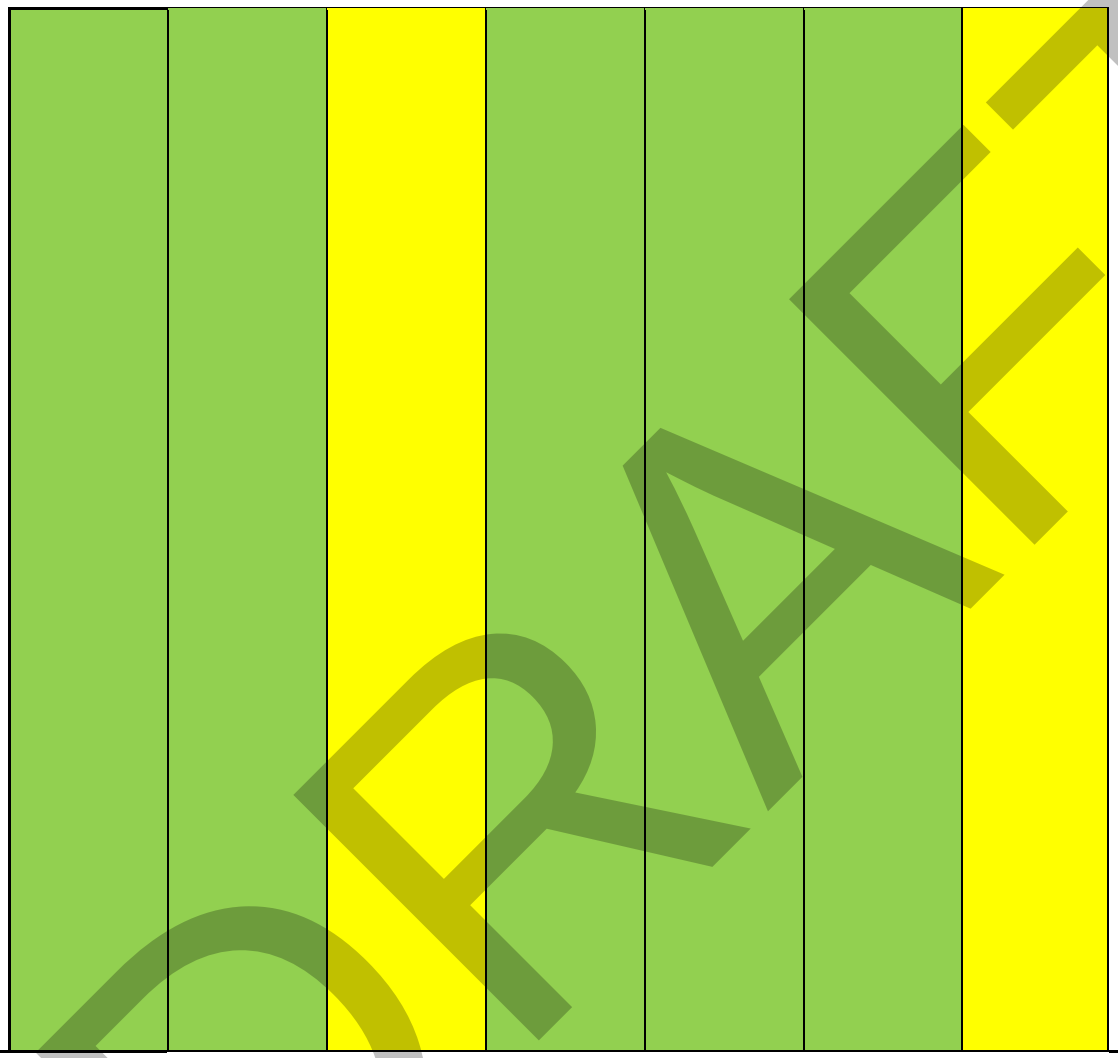
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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
								Uncertainties The exact scale and scope of improvements to the regional transport network is not known.

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	+	+	- / +	+	+	+	- / +	**Likely Significant Effects** The implementation of measures to manage travel demand such as the introduction of a congestion charge, managing and enforcing traffic, parking and regulatory controls, improvements to bus timetables and journey times, and accessible and reliable public transport, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage may indirectly benefit the historic environment as a result of reducing associated air and noise pollution and improving visual amenity, therefore enhancing the setting of heritage assets due to reduced disturbance and increased levels of tranquillity. Additionally, improvements to travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. Potential effects on buried archaeological assets would need to be considered at the scheme level. However, there is potential for negative effects on heritage assets arising from construction and operational activities associated with schemes that may come forward under the policies, particularly due to noise and vibration, alteration to settings, as well as altering access to those assets that are intersected by schemes. However, it is assumed that these effects will be appropriately mitigated through implementation of a CEMP As a result, a mixed minor negative and minor positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP.

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Assumptions
It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities.

Uncertainties
The exact scale and scope of improvements to the regional transport network is not known.

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SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	+	- / ++	++	+	+	- / +

Likely Significant Effects
The implementation of measures to manage travel demand such as the introduction of a congestion charge, managing and enforcing traffic, parking and regulatory controls, improvements to bus timetables and journey times, and accessible and reliable public transport, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. This is likely to indirectly benefit water quality by reducing levels of pollution from the transport network.

Additionally, there is potential for positive effects due to the delivery of climate adaptation and resilience measures into highway design, maintenance and asset management programme.

However, the potential increased use of hard-standing surfaces as part of proposed improvements could increase surface water runoff, therefore, resulting in potential negative effects on flooding.

As a result, a mixed minor negative and minor positive effect has been identified.

Mitigation
Mitigated through implementation of a CEMP.

Assumptions
It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities.

Uncertainties
The exact scale and scope of improvements to the regional transport network is not known.

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SEA9: To reduce air and noise pollution from the transport network.	+	+	- / +	+	+	+	+	**Likely Significant Effects** The implementation of measures to manage travel demand and improve the highway network such as the introduction of a congestion charge, managing and enforcing traffic, parking and regulatory controls, improvements to bus timetables and journey times, and accessible and reliable public transport, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. This is likely to indirectly benefit air quality and noise by reducing levels of air and noise pollution from the transport network. There is potential for minor negative effects upon air quality and noise as a result of construction activities relating to the delivery of major highway schemes. However, this is not anticipated to be significant due to their short-term nature and can be appropriately mitigated against through a CEMP. As a result, a minor positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	- / ++	++	+	+	++	**Likely Significant Effects** The implementation of measures to manage travel demand such as the introduction of a congestion charge, managing and enforcing traffic, parking and regulatory controls, improvements to bus timetables and journey times, and accessible and reliable public transport, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. This is likely to result in a reduction in GHG emissions as a result of improvements to the highway network, reducing private vehicle use, reducing congestion, and reducing levels of GHGs from the transport network. Additional positive effects are anticipated through highway improvement measures which may include the introduction of climate change adaptation and resilience measures such as SuDS, flood risk mitigation measures and improvements to extreme weather resilience. There is potential that larger-scale schemes, such as the delivery of major highway schemes, may lead to an increase in GHG emissions through embodied carbon in construction materials and emissions from construction activities and associated transport. In the short-term, potential minor negative effects as a result of construction activities and use of associated equipment is not anticipated to be significant due to their short-term nature, and can be appropriately mitigated against through a CEMP. As a result, a significant positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP.

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
								Assumptions It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**0**	**0**	**-**	**0**	**0**	**0**	**0**	**Likely Significant Effects** The existing use of land is not currently known for the infrastructure needed to support these policies, particularly for the delivery of major highway schemes to improve network capacity. As schemes emerge there may be potential for these schemes to support the sustainable use of resource and efficient use of land. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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SEA Objective	Policy 13: Managing travel demand	Policy 14: Improving bus reliability	Policy 15: Creating a resilient transport	Policy 16: Managing and maintaini	Policy 17: Enforcing civil and regulator	Policy 18: Managing on street car	Cumulative Effect of Draft	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**0**	**0**	**-**	**-**	**0**	**0**	**-**	**Likely Significant Effects** The level of construction required to support these policies is not currently known, but there is potential for these to generate waste, particularly for the delivery of major highway schemes to improve network capacity. As schemes emerge, there may be potential for these to support to minimise levels of waste and re-use existing infrastructure. It is also anticipated that resources will be required and waste generated during improvement and maintenance activities, however, this is unlikely to be at the same scale as for the delivery of new infrastructure. As such, a minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that Policy 15 will lead to the delivery of major highway schemes. It is also assumed that there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of improvements to the regional transport network is not known.

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Objective 4: Making our transport system fit for the future

SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	+	+	**Likely Significant Effects** The adoption of new technologies and maximising the benefits of digital connectivity are likely to result in improved accessibility, reliability and legibility of the transport network. Additionally, improvements to access to travel information and digital services will enable users to make informed decisions and respond to disruption in real-time. Therefore, positive effects have been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	+	**Likely Significant Effects** Improvements to digital connectivity and adoption of new technologies are likely to positively contribute to the protection and enhancement of physical and mental health and wellbeing through enabling communication between family and friends whilst travelling, alleviating feelings of fear and unease when utilising public transport. Moreover, technological innovation (including road safety and transport planning improvements) will play a key role in enabling users to make informed decisions and respond to disruption which will improve personal feelings of safety and improve accessibility. Additionally, the promotion of sustainable modes of transport is likely to lead to improvements in both air quality and noise quality, alongside supporting and encouraging healthy lifestyles, which will have positive effects on health and wellbeing. As a result, minor positive effects have been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	**Likely Significant Effects** Employment opportunities may be generated by the rollout of technological advancements in transport, although whether this brings direct benefit to residents in the County is not known. Further positive effects are identified due to the potential for digital innovation to increase productivity (for example, by enabling the ability to work whilst travelling or by reducing business costs associated with travel disruption). **Mitigation** N/A **Assumptions** It is assumed that employment opportunities will be generated through the rollout out new technology. **Uncertainties** The extent to which new employment opportunities will be generated.

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	**Likely Significant Effects** Improvements to digital connectivity and adoption of new technologies are likely to positively contribute to community safety. Better connection will facilitate communication between family and friends whilst travelling, alleviating feelings of fear and unease when utilising public transport. Moreover, technological innovation (including road safety and transport planning improvements) will play a key role in reducing road traffic accidents across the County. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the adoption of new technologies and maximising the benefits of digital connectivity will have any impact on biodiversity within the County. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the adoption of new technologies and maximising the benefits of digital connectivity will have any impact on landscape and townscapes within the County. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the adoption of new technologies and maximising the benefits of digital connectivity will have any impact on the historic environment within the County. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the adoption of new technologies and maximising the benefits of digital connectivity will have any impact on flood risk or water quality within the County. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	+	+	**Likely Significant Effects** The adoption of new technologies and maximising the benefits of digital connectivity are likely to result in improved accessibility, reliability and legibility of the transport network. This is likely to help encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will benefit air quality and noise by reducing associated levels of air and noise pollution from the transport network. Additionally, projects that contribute to highways improvements and maintenance may have positive long-term effects upon air quality due to reducing congestion and vehicle idling times. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	+	**Likely Significant Effects** The adoption of new technologies and maximising the benefits of digital connectivity are likely to result in improved accessibility, reliability and legibility of the transport network. This is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will result in a reduction in GHG emissions from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 19: Maximising the benefits of digital connectivity	Policy 20: Exploring technology and innovative solutions	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the adoption of new technologies and maximising the benefits of digital connectivity will have any impact on the efficient use of land within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the adoption of new technologies and maximising the benefits of digital connectivity will have any material impact on waste and resources within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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Objective 5: High quality natural and built environment

SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	0	+	+	+	**Likely Significant Effects** The promotion of active travel and sustainable transport options, alongside improved access to greenspace and public space, are likely to have beneficial effects for the region's population. Improvements to active travel and sustainable travel modes will likely increase accessibility to employment, education and local facilities, especially if focused on areas that are currently poorly served by public transport services. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. By increasing the attractiveness and accessibility of these options, residents will not be so reliant on private vehicle usage - a particular benefit to those who are unable to access private transport in the first instance. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	++	++	++	++	++	**Likely Significant Effects** Improvements to local walking and cycling routes, alongside improved access to greenspace, are likely to have significant beneficial effects on both the physical and mental health and wellbeing of the county's population. Improvements to public transport and active travel infrastructure will likely increase accessibility to healthcare facilities, especially if focused on areas that are currently poorly served by public transport services. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. By increasing the attractiveness and accessibility of these options, residents will not be so reliant on private vehicle usage. This promotion of sustainable modes of transport is likely to lead to improvements in both air quality and noise quality, alongside supporting and encouraging healthy lifestyles, which will have positive effects on health and wellbeing **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	0	+	+	+	**Likely Significant Effects** Transport measures that aim to improve connectivity by sustainable travel and active travel to key destinations and opportunities across the County, as well as improving the attractiveness and quality of active travel, will enable greater access to education, employment, and services which will positively benefit the local economy and employment market. Furthermore, Policy 24 seek to ensure that streets are reliable and support the economy, contributing to high-quality centres and efficient movement networks. Therefore, minor positive effects have been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	0	+	++	+	**Likely Significant Effects** Encouraging the use of active travel and sustainable travel modes by supporting a modal shift away from cars will help to reduce the number of cars on the road and, therefore, the number of accidents. Additionally, carrying out improvement works in existing streets where there are existing barriers to movement for active travel will improve feelings of safety, especially during the evening, at night, and in the dark. Seeking to ensure that the streets are inclusive, enabling people of all ages and abilities to use streets comfortably and easy to access to what they need will have positive effects against this objective. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	++	++	++	+	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles. The reduction in emissions through reduced private vehicle usage will indirectly benefit the biodiversity assets within the County and will help to alleviate pressure upon the regions valued habitats and species. Additionally, promoting the integration of green infrastructure within new development alongside embedding environmental and biodiversity considerations and measures in line with Gloucestershire's Local Nature Recovery Strategy (LNRS) throughout all stages of project delivery will support nature recovery and ecological resilience. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	++	++	++	+	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in noise pollution from reduced reliance upon personal vehicles. The reduction in noise and emissions through reduced private vehicle usage will indirectly benefit the local landscape and townscape by increase tranquillity within the County and contributing to improvements to visual amenity and an improved overall sense of place. Additionally, measures to manage environmental impacts, improve access to greenspace, improve streets and public space, reduce littering, support nature recovery and improve ecological resilience will have positive effects on landscape and townscape. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	++	+	0	++	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles. The reduction in noise and emissions through reduced private vehicle usage will indirectly benefit the historic environment by increasing tranquillity within the County and contributing to an improved overall sense of place and improvements to the setting of heritage assets. Policy 24 seeks to ensure that streets protect and enhance the built and natural environment, including protecting and enhancing heritage assets. Additionally, measures to reduce littering and ensuring environmental considerations are embedded in planning, design, delivery and management of transport infrastructure will have positive effects on the historic environment. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	++	+	+	+	+	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in pollutants entering waterbodies by reducing reliance upon personal vehicles. The reduction in pollutants emitted from vehicles will indirectly benefit this objective by improving the surface water run-off that enters waterbodies. Furthermore, Policy 24 aims to ensure that streets are resilient and sustainable, by using efficient, durable and sustainable construction practices, material selection and designs, which is anticipated to improve resilience to flooding. Ensuring environmental considerations and mitigations are embedded in planning, design, delivery and management of transport infrastructure is likely to deliver positive effects against this objective. Overall, a minor positive effect has been identified as it is likely that the policies, in combination, will deliver improvements to resilience and reducing levels of pollution. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	++	+	+	+	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles. The reduction in emissions through reduced private vehicle usage will directly benefit this objective. Additionally, policy 24 seeks to ensure that streets are healthy, including clean air and streets that are not too noisy. Ensuring environmental considerations and mitigations are embedded in planning, design, delivery and management of transport infrastructure is likely to deliver positive effects against this objective. Overall, a significant positive effect has been identified as it is likely that the policies, in combination, will deliver significant improvements to reducing both air and noise pollution from the transport network. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	++	+	++	+	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in GHG emissions through reduced private vehicle usage. Furthermore, Policy 24 aims to ensure that streets are resilient and sustainable, by using efficient, durable and sustainable construction practices, material selection and designs. Policy 23 seeks to support sustainable development including the delivery of accessible green space transport corridors, climate change adaptation and biodiversity net gain. Overall, a significant positive effect has been identified as it is likely that the policies, in combination, will deliver significant improvements to resilience and reducing levels of pollution. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** N/A

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	+	+	+	0	+	**Likely Significant Effects** Policies within Objective 5 acknowledge the opportunity to enhance existing green infrastructure, including verges, trees, hedgerows and drainage systems, to support habitat connectivity and create a more resilient ecological network. Additionally, ensuring that environmental considerations are embedded in the planning, design, delivery and management of transport infrastructure may help to conserve and enhance soils resources. As such, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The potential use of land is not currently known, for the infrastructure needed to support these policies. As schemes emerge there may be potential for these schemes to support the sustainable use of resource and efficient use of land.

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SEA Objective	Policy 21: Reducing transport related	Policy 22: Supporting nature recovery	Policy 23: Improving access to greenspace	Policy 24: Delivering good streets and	Cumulative Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	++	0	0	0	+	**Likely Significant Effects** Policy 21 highlights a number of actions and interventions that are likely to have positive effects on the amount of waste produced and the sustainable use of resources. Measures and interventions include improvements to sustainability in highway maintenance and construction by using construction materials and techniques which reduce the amount of waste, need less replacement and maintenance and the reuse of existing materials. Overall, the use of efficient, durable and sustainable construction practices, and sustainable material selection and designs, are likely to reduce the amount of waste produced and enable opportunities for the sustainable use of resources. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities and potential opportunities reduce waste and promote the sustainable use of resources is not known.

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Objective 6: Reducing carbon emissions and shifting to sustainable transport modes

SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	+	+	+	+	0	0	+	**Likely Significant Effects** Prioritising investment in high-quality active transport and public transport and working with bus operators to ensure that all vehicles adhere to accessibility standards, will improve connectivity to key destinations and opportunities across the County, as well as improving the attractiveness and quality of active travel, which will enable greater access to education, employment, and services. Investment in EV charging infrastructure and travel infrastructure is likely to lead to more fast, frequent and reliable connections where sustainable travel modes are the preferred choice for local journeys. Furthermore, Policy 25 seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. Overall, a minor positive effect has been identified as policies under this objective are likely to increase the inclusivity, capacity and connectivity of the transport network. **Mitigation** N/A

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								Assumptions It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	+	+	+	0	+	**Likely Significant Effects** Prioritising investment in high quality active transport and public transport and working with bus operators to ensure that all vehicles adhere to accessibility standards, will improve access to services and facilities that benefit health. Investment in active transport is also likely to improve the attractiveness and quality of active travel, and therefore support active travel and encourage healthy lifestyles. Additionally, the delivery of EV charging infrastructure, alongside measures to support public transport and active travel according to demand, will enable better access to services, facilities, and places that benefit health. Overall, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	+	+	0	+	**Likely Significant Effects** Prioritising investment in high quality active transport and public transport alongside working with bus operators to ensure that all vehicles adhere to accessibility standards, will improve connectivity to key destinations and employment opportunities across the County. It is also likely to improve the attractiveness and quality of active travel, which will enable greater access to education, employment, and services and positively benefit the local economy and employment market. Investment in EV charging infrastructure and travel infrastructure is likely to lead to more fast, frequent and reliable connections between economic centres for people, businesses and goods and will bolster economic growth. Furthermore, working with delivery operators to reduce transport emissions associated with local deliveries is likely to have benefit effects against this objective. Additional positive effects may arise from Policy 25, which seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. Overall, a minor positive effect has been identified.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								Mitigation N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	+	0	0	+	**Likely Significant Effects** Encouraging the use of active travel and sustainable travel modes by supporting a modal shift away from cars will help to reduce the number of cars on the road and therefore, the number of accidents. Additionally, Policy 26 aims to work with bus operators to enhance the passenger experience, and ensure that all vehicles adhere to accessibility standards, and Policy 27 seeks to deliver accessible EV charging infrastructure, which will increase feelings of safety and have positive effects on this objective. Overall, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	- / +	+	- / +	+	+	+	- / +	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions and improvement in noise levels, which will help to alleviate pressure upon the County's valued habitats and species. Additional positive effects may arise from Policy 25, which seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. However, in the short-term, there is the potential for negative effects through disturbance during the improvement and maintenance activities, which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policies, it is

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								assumed that any maintenance and construction works would seek to minimise impacts on nature. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	- / +	0	- / +	+	0	0	- / +	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in noise pollution from reduced reliance upon personal vehicles. There is likely to be positive effects upon the landscape and townscape as a result of reducing private vehicle use and reducing noise pollution, therefore enhancing the landscape and townscape setting due to reduced disturbance, improvements in visual amenity, and increased levels of tranquillity. The introduction of new transport infrastructure, such as EV charging infrastructure, could however, result in potential land take and could detract from the local landscape and townscape, resulting in negative effects. In the long term, promotion of EV charging infrastructure is likely to encourage the uptake of EVs and result in improved noise quality. Positive effects may also be realised where schemes are utilising the existing highways network or brownfield land. Additional positive effects may arise from Policy 25, which seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. As a result, taking a precautionary approach, the

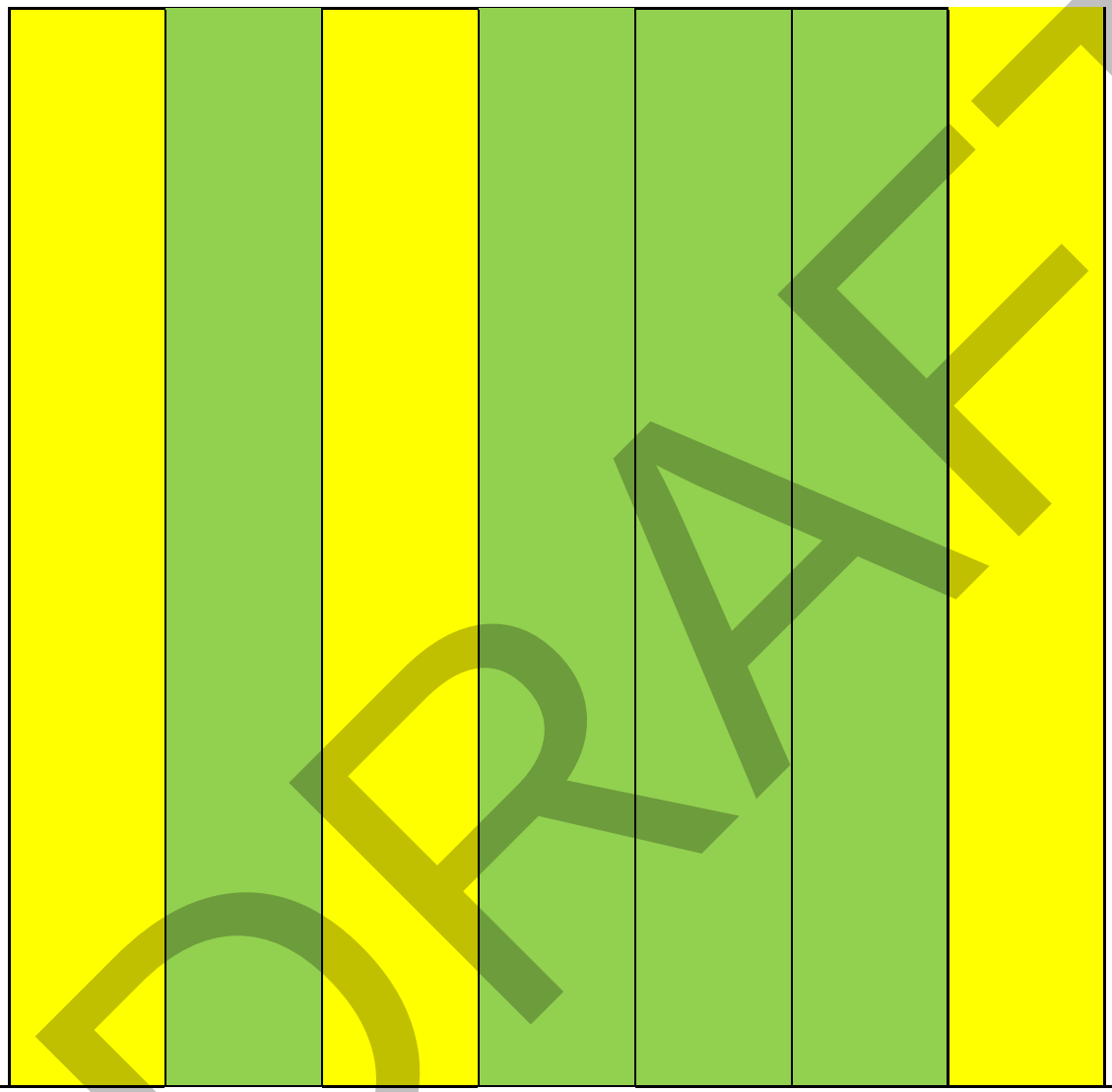
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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								potential for a minor negative and minor positive effect has been identified. . **Mitigation** In line with national and local planning policy, it is assumed that any maintenance work will seek to minimise impacts on the landscape and townscape, particularly any impacts on National Landscapes. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	- / +	+	- / +	+	+	+	- / +	**Likely Significant Effects** In the short term, there is potential for negative effects arising from construction activities, particularly due to noise and vibration, temporary alteration to settings, as well as altering access to those assets that are intersected by schemes. However, it is assumed that these will be appropriately mitigated through implementation of a CEMP. In the long term, there is potential for positive effects on the setting of heritage assets due to reductions in traffic disturbance from noise and vibration. Additionally, the development of active and sustainable travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. Additionally, the promotion of sustainable travel modes and reduced private vehicle usage is likely to improve air quality which will help to reduce degradation of heritage assets through poor air quality, alongside improvements to visual amenity. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. In line with national and local planning policy it is assumed that any maintenance work will seek to minimise impacts on the historic environment, in particular any impacts on designated and non-designated heritage assets. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be

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maintenance and improvement activities.

Uncertainties
The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	**- / +**	**0**	**0**	**+**	**0**	**0**	**+**	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in water pollution from reduced reliance upon personal vehicles. Additional positive effects may arise from Policy 25, which seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. Additionally, the maintenance of existing infrastructure may provide an opportunity to reduce existing levels of flood risk through the incorporation of sustainable drainage measures should these not be in place. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties**

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	- / +	+	- / +	+	+	0	- / +	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air pollution and noise from reduced reliance upon personal vehicles. The reduction in emissions and noise through reduced private vehicle usage will directly benefit this objective. The introduction of new transport infrastructure, such as EV charging infrastructure, is likely to encourage the uptake of EVs and result in improved noise quality. Additional positive effects may arise from Policy 25, which seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. However, in the short-term, there is the potential for negative effects through disturbance during the improvement and maintenance activities, which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								Mitigation Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	++	+	++	+	++	+	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes, alongside investment in low and zero-emissions vehicles, is likely to lead to reductions in GHG emissions from reduced reliance upon personal vehicles. The reduction in emissions through reduced private vehicle usage will directly benefit this objective, leading to significant positive effects. Furthermore, positive effects have been identified from measures proposed by Policy 30, which seeks to minimise whole life carbon emissions from transport infrastructure through low carbon design, materials, construction and maintenance practices across all schemes. Additional positive effects may arise from Policy 25, which seeks to work with district councils, businesses, education providers and public sector partners to promote patterns of development and service delivery that minimise the need to travel, such as supporting mixed-use development in sustainable locations, improving access to employment, education, healthcare and public services without the need to travel. Overall, a significant positive effect has been identified. **Mitigation** N/A

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								Assumptions It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**- / +**	**0**	**- / +**	**0**	**0**	**++**	**- / +**	**Likely Significant Effects** The potential use of land is not currently known for the infrastructure needed to support these policies, particularly for the construction of public transport and electric vehicle charging infrastructure as highlighted in policies 25-26. There is potential for construction activities to cause temporary, negative impacts to the surrounding land and soils, including best and most versatile agricultural land. There may be potential for these schemes to support the sustainable use of resource and efficient use of land. Policy 27 highlights that 'build less, build smart' principles should be applied and that the use of existing assets must be prioritised, alongside using recycled and locally sources materials where appropriate, Overall, a mixed minor positive and minor negative effect has been identified. **Mitigation** It is expected that best practice measures will be utilised. Mitigated through implementation of a CEMP. **Assumptions** N/A **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	?	0	?	0	0	++	+ / ?	**Likely Significant Effects** The level of construction required to support these policies is not currently known, but there is potential for these to generate waste. As schemes emerge there may be potential for these to support to minimise levels of waste and re-use existing infrastructure. Policy 30 highlights that 'build less, build smart' principles should be applied and that the use of existing assets must be prioritised, alongside using recycled and locally sources materials where appropriate. The implementation of this policy is expected to help minimise waste and resource use. It is anticipated that resources will be required and waste generated during maintenance activities, however, this is unlikely to be at the same scale as for the delivery of new infrastructure. Overall, a minor positive uncertain has been identified. **Mitigation** It is expected that best practice measures will be utilised, and recycled and recyclable materials will be used where possible. **Assumptions** N/A **Uncertainties** The exact scale and scope of construction activities

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SEA Objective	Policy 25: Reducing	Policy 26: Zero Emission Buses	Policy 27: Implementing	Policy 28: Gloucestershire	Policy 29: Supporting	Policy 30: Reducing carbon	Cumulative Effect of Draft policies	Commentary
								required to support the policies under this objective is uncertain.

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Objective 7: Making travel safer and more secure

SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++	++	++	**Likely Significant Effects** Prioritising investment in safer roads and streets, focusing on improving the safety of the most vulnerable road users (pedestrians, cyclists, motorcyclists, horse riders, young people, the elderly, and people with disabilities), and making improvements to infrastructure through retrofitting and maintenance, will improve connectivity to key destinations and opportunities across the County, as well as improve the attractiveness and quality of active travel. Investment in safer roads and streets is likely to lead to a safer transport network across the County, supporting future demographic changes for the population. Overall, a significant positive effect has been identified as policies under this objective are likely to increase the inclusivity and connectivity of the transport network. **Mitigation** N/A **Assumptions** Improved feelings of safety will encourage more people to use the public transport and the active travel network. **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	++	++	++	**Likely Significant Effects** Prioritising investment in safer roads and streets, focusing on improving the safety of the most vulnerable road users (pedestrians, cyclists, motorcyclists, horse riders, young people, the elderly, and people with disabilities), and making improvements to infrastructure through retrofitting and maintenance, will improve access to services and facilities that benefit health. Investment in safer roads and streets is likely to lead to a safer active travel network across the region, improving the attractiveness and quality of active travel, and therefore supporting active travel and encouraging healthy lifestyles Overall, a significant positive effect has been identified as policies under this objective are likely to increase the inclusivity and connectivity of the transport network. **Mitigation** N/A **Assumptions** Improved feelings of safety will encourage more people to use the public transport and the active travel network. **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	**Likely Significant Effects** Prioritising investment in safer roads and streets, focusing on improving the safety of the most vulnerable road users (pedestrians, cyclists, motorcyclists, horse riders, young people, the elderly, and people with disabilities), and making improvements to infrastructure through retrofitting and maintenance, will provide more accessible and inclusive connectivity to key destinations and opportunities across the County. This is likely to indirectly positively affect economic success in the County, by removing barriers to travel, enabling access to employment and education, and making the transport network more attractive to the County's most vulnerable users. Overall, a minor positive effect has been identified as policies under this objective are likely to increase the inclusivity and connectivity of the transport network. **Mitigation** N/A **Assumptions** Improved feelings of safety will encourage more people to use the public transport and the active travel network. **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	++	++	++	**Likely Significant Effects** Policies 31 and 32 aim to ensure Gloucestershire's streets and roads are safe and improve feelings of personal safety when travelling. Measures such as infrastructure improvements, using a Safe Systems approach in the planning, design and operation of the transport network, and retrofitting junctions and side streets to improve pedestrian safety are likely to have significant positive effects on this SEA objective. Furthermore, improvements to lighting, surveillance and the design of waiting environments will improve feelings of safety, especially during the evening, at night, and in the dark. Seeking to ensure that the streets are inclusive, enabling people of all ages and abilities to use streets comfortably and easy to access to what they need will have positive effects against this objective. **Mitigation** N/A **Assumptions** Improved feelings of safety will encourage more people to use the public transport and the active travel network. **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 7 will have any impact on biodiversity and habitats within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 7 will have any impact on landscape and townscape within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 7 will have any impact on the historic environment within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 7 will have any impact on flood risk and water quality within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	+	+	**Likely Significant Effects** There is potential for indirect positive effects upon air quality and noise due to improvements to safety, which is likely to make public transport and active transport more attractive, especially to vulnerable users who did not feel comfortable using public transportation. This may encourage a shift away from private vehicle usage, which is likely to reduce emissions and noise arising from transport. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** Improved feelings of safety will encourage more people to use the public transport and the active travel network. **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	+	**Likely Significant Effects** There is potential for indirect positive effects upon on climate change resilience and reduction of GHGs due to improvements to safety, which is likely to make public transport and active transport more attractive, especially to vulnerable users who did not feel comfortable using public transportation. This may encourage a shift away from private vehicle usage, which is likely to reduce greenhouse gad emissions arising from transport. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** Improved feelings of safety will encourage more people to use the public transport and the active travel network. **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 7 will have any impact on the efficient use of land in the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 31: Supporting safer streets and roads	Policy 32: Ensuring personal safety when travelling	Cumulative Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under objective 7 will have any impact on waste and resources within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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Objective 8: Enabling people to lead active and healthy lives

SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++	++	+	+	++	++	++	**Likely Significant Effects** Delivering appropriate infrastructure, maintaining and improving the PRoW network and the creation of quiet lanes is likely to encourage active travel in the form of walking, wheeling and cycling. This is likely to improve the quality and attractiveness of active travel, encouraging active travel as the first choice for everyday journeys and improve connectivity to key destinations and opportunities across the County. Investment in active transport infrastructure, marketing and behaviour change campaigns is likely to encourage people to use the active transport network. Overall, a significant positive effect has been identified as policies under this objective are likely to increase the inclusivity, capacity and connectivity of the transport network. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	++	++	+	++	++	++	++	**Likely Significant Effects** Delivering appropriate infrastructure, maintaining and improving the PRoW network and the creation of quiet lanes is likely to encourage active travel in the form of walking, wheeling and cycling. This is likely to improve the quality and attractiveness of active travel, encouraging active travel as the first choice for everyday journeys which is likely to have significant beneficial effects on both the physical and mental health and wellbeing of the County's population. Investment in active transport infrastructure, marketing and behaviour change campaigns is also likely to encourage people to use the active transport network. Improvements to active travel infrastructure will likely increase accessibility to places that benefit health, especially if focused on areas that are currently poorly served by public transport services. These policies may encourage a shift away from private vehicle usage, which is likely to reduce air pollution and noise arising from transport, and have a corresponding positive effect on human health. Overall, a significant positive effect has been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
								Uncertainties The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	+	+	+	+	**Likely Significant Effects** Delivering appropriate infrastructure, maintaining and improving the PRoW network and the creation of quiet lanes is likely to encourage active travel in the form of walking, wheeling and cycling. This is likely to improve connectivity to key destinations, employment opportunities and education across the County, supporting economic success. Investment in active transport infrastructure, marketing and behaviour change campaigns is likely to encourage people to use the active transport network to commute to work and education, which may have positive effects on productivity and health. Overall, a minor positive effect has been identified as policies under this objective are likely to increase the connectivity across the County and support economic success. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	++	+	++	+	++	++	**Likely Significant Effects** Encouraging the use of active travel and sustainable travel modes by supporting a modal shift away from cars will help to reduce the number of cars on the road and therefore, the number of accidents. Additionally, improvements to pedestrian access to bus stops and interchanges, alongside upgrades to active travel routes to improve accessibility, signage, wayfinding and route information, and safer crossings and links between PRoWs will have positive effects against this SEA objective. Delivering appropriate infrastructure for walking, wheeling, and cycling, based on gender-disaggregated data on travel behaviour, safety perceptions and trip patterns, alongside the completion of Equality Impact Assessments (EqIAs) for all schemes will help to identify and address any potential barriers. Overall, a significant positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	- / +	- / +	+	+	- / +	+	- / +	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions and improvement in noise levels, which will help to alleviate pressure upon the County's valued habitats and species. These polices are also likely to improve green and blue infrastructure, supporting biodiversity net gain by creating new habitats and wildlife corridors as well as improving resilience to climate change and flood risk. However, in the short-term, there is the potential for negative effects through disturbance during the improvement and maintenance activities, which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policies, it is assumed that any maintenance and construction works would seek to minimise impacts on nature. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. Mitigated through implementation of a CEMP. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	+	+	++	+	+	+	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes and encouraging sustainable travel behaviours is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles. There is likely to be positive effects upon landscape and townscape as a result of reducing private vehicle use and reducing noise pollution, and reducing the visual impact of vehicles, therefore enhancing the landscape and townscape setting due to reduced disturbance and increased levels of tranquillity. These policies may also contribute to improved access to greenspaces and the countryside. As a result, taking a precautionary approach, a minor positive effect has been identified. . **Mitigation** In line with national and local planning policy it is assumed that any maintenance work will seek to minimise impacts on the landscape and townscape, in particular any impacts on National Landscapes. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties**

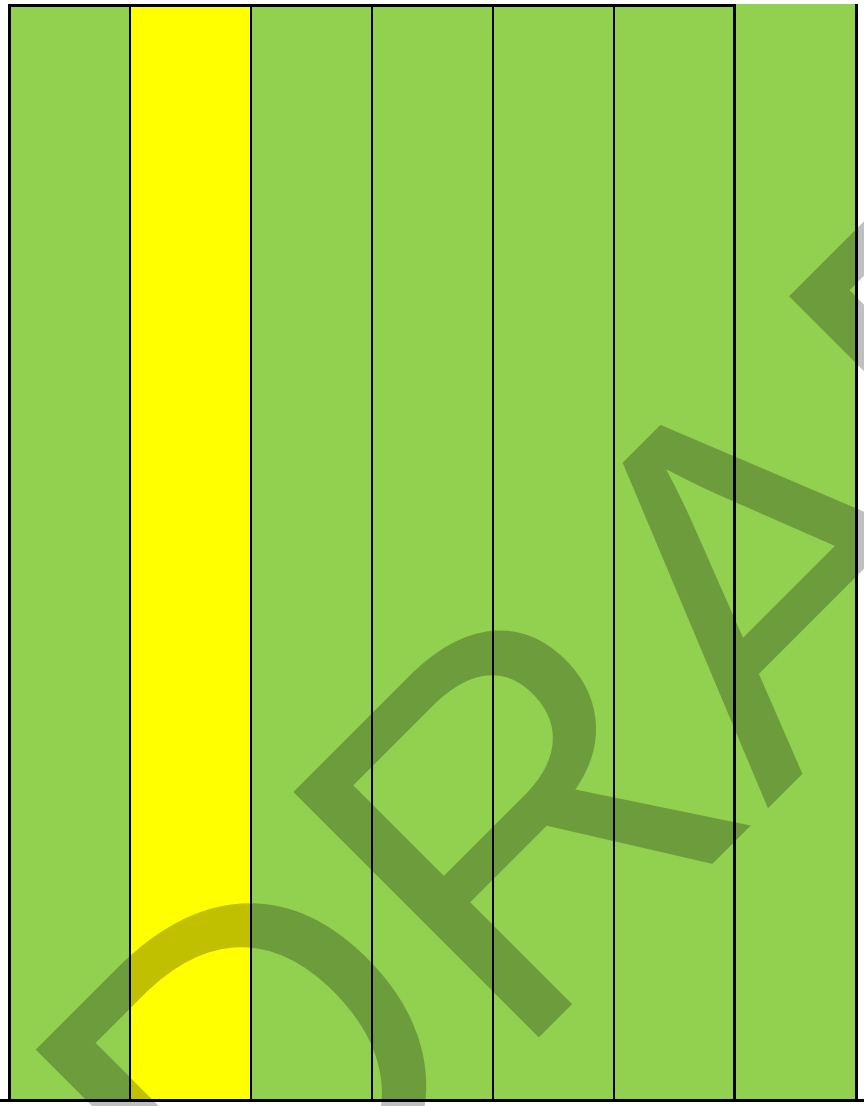
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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
								The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	+	- / +	+	+	+	+	+	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in air and noise pollution from reduced reliance upon personal vehicles which will help to reduce degradation of heritage assets through poor air quality. There may enhance the setting of heritage assets due to reduced disturbance and visual impact from vehicles and increased levels of tranquillity. In the long term, there is potential for positive effects on heritage assets due to schemes contributing to enhancing the setting of heritage assets, due to reductions in traffic disturbance from noise and vibration. Additionally, the development of active and sustainable travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. However, in the short-term, there is the potential for negative effects through disturbance during the improvement and maintenance activities, which will depend on the location of works and potential pathways to sensitive receptors. As a result, a minor positive effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. In line with national and local planning policy, it is assumed that any maintenance work will seek to minimise impacts on the historic environment, in particular any impacts on designated and non-designated heritage assets. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties**

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The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	+	+	+	+	+	+	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel and sustainable travel modes is likely to lead to reductions in water pollution from reduced reliance upon personal vehicles. Additionally, the maintenance of existing infrastructure and improved green and blue infrastructure may provide an opportunity to reduce existing levels of flood risk through the incorporation of sustainable drainage measures should these not be in place. Overall, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	++	++	++	++	++	++	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel is likely to lead to reductions in air pollution and noise from reduced reliance upon personal vehicles. The reduction in noise and emissions through reduced vehicle usage will directly benefit this objective by improving both air quality and noise levels. Overall, a significant positive effect has been identified as it is likely that the policies, in combination, will deliver improvements to reducing both air and noise pollution from the transport network. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	++	++	++	++	++	++	++	**Likely Significant Effects** Promoting a modal shift away from cars and towards active travel is likely to lead to reductions in GHG emissions from reduced reliance upon personal vehicles. The reduction in emissions through reduced vehicle usage will directly benefit this objective, leading to significant positive effects. Additionally, improved green and blue infrastructure may provide an opportunity to improve resilience to climate change and extreme weather events, such as flooding, through the incorporation of sustainable drainage measures. **Mitigation** N/A **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 33: Delivering our Active Travel Strategy	Policy 34: Gloucestershire's walking, wheeling,	Policy 35: Providing shared micromobility services	Policy 36: Support opportunities to create quiet lanes	Policy 37: Access to greenspaces and Public Rights of Way	Policy 38: Influencing travel behaviour	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	-	-	0	0	-	0	-	**Likely Significant Effects** The potential use of land is not currently known for the infrastructure needed to support these policies. However, in the short-term, there is the potential for negative effects through soil erosion and disturbance during the improvement and maintenance activities, which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, the potential for a minor negative effect has been identified. **Mitigation** It is expected that best practice measures will be utilised to avoid soil erosion and degradation and brownfield land used where possible. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	-	-	0	0	-	0	-	**Likely Significant Effects** The level of construction required to support these policies is not currently known, but there is potential for these to generate waste. As schemes emerge there may be potential for these to support to minimise levels of waste and re-use existing infrastructure. It is anticipated that resources will be required and waste generated during maintenance and improvement activities, however, this is unlikely to be at the same scale as for the delivery of new infrastructure. As a result, taking a precautionary approach, the potential for a minor negative effect has been identified. **Mitigation** It is expected that best practice measures will be utilised and recycled and recyclable materials will be used where possible. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there will not be any major construction activities associated with new infrastructure, however, there is likely to be maintenance and improvement activities. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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Objective 9: Integrating different types of transport to make it work better for the community

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary

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SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++	++	++	++	++	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple, integrated and interoperable ticketing system and a network of strategic and local transport interchanges, as well as improvements to existing rail and bus infrastructure, is likely to improve connectivity across the County by enabling seamless transfers between different modes of transport. The policies seek to remove barriers to access and make it safer and easier to access public transport. Investment in both rural and urban areas that feed into a bus rapid transport system is likely to lead to more fast, frequent and reliable connections where sustainable travel modes are the preferred choice for local journeys. Polices such as Policy 40 support inclusivity by encouraging “fair and transparent fares”, Policy 41 also promotes inclusivity for the community, proposing to “ensure interchange hubs are inclusive, accessible, safe and easy to use, with good-quality waiting facilities and clear information, incorporating lighting, natural surveillance and other measures that improve personal safety and security”. Overall, a significant positive effect has been identified as policies under this objective are likely to increase the inclusivity, capacity and connectivity of the transport network. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	- / +	- / +	- / +	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple, integrated and interoperable ticketing system and a network of strategic and local transport interchanges, is likely to improve connectivity across the County by enabling seamless transfers between different modes of transport. Investment in both rural and urban areas that feed into a bus rapid transport system is likely to enable better access to services, facilities (including healthcare), and places that benefit health. The policies seek to remove barriers to access and make it safer and easier to access public transport which will provide positive effects for human health and wellbeing. Integrated public transport network will improve connectivity for those who rely on public transport for access to education, employment, and services which will positively contribute to the mental health and wellbeing and quality of life for the whole population. An increase in people using public transport may also result in a decrease in the use of private vehicles, and an associated reduction in air and noise pollution, this could also have positive effects for human health. In the short-term, there is the potential for negative effects on human health from some policies due to increased air and noise pollution and disturbance during improvement, maintenance and construction activities which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policies, it is assumed that any maintenance and construction works would seek to minimise air and noise pollution as well as disturbance. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). The exact scale and scope of

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
						construction activities required to support the policies under this objective is uncertain. **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	++	++	++	++	++	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple, integrated and interoperable ticketing system and a network of strategic and local transport interchanges, is likely to contribute towards economic success across the County by enabling seamless transfers between different modes of transport. Investment in both rural and urban areas that feed into a bus rapid transport system is likely to lead to more fast, frequent and reliable connections between economic centres for people, businesses and goods and will bolster economic growth. Further positive effects are associated with schemes that promote accessibility to key sectors, such as retail and leisure facilities, and ensuring that services and employment opportunities are able to be accessed by all, removing barriers for older people, people with disabilities and mobility restrictions, and carers. Overall, a significant positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	+	+	+	++	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple, integrated and interoperable ticketing system and a network of strategic and local transport interchanges, is likely to improve safety by enabling seamless transfers between different modes of transport. A more joined-up and user-friendly transport network can enhance personal feelings of safety by making journeys easier to understand and navigate. In addition, improved access to travel information and digital services will enable users to make informed travel decisions and respond effectively to disruption in real time, further enhancing feelings of safety. The modal shift towards public transport may also improve road safety by reducing the number of cars on the road. Furthermore, investment in safety measures such as enhanced CCTV coverage, improved lighting, and the provision of help points at transport hubs and rail stations is expected to increase both actual and perceived safety across the network. As a result, significant positive effects have been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+	0	- / +	- / +	- / +	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple and integrated ticketing system and a network of strategic and local transport interchanges, is likely to encourage a modal shift away from private vehicle usage and towards public transportation and active travel. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the county through a reduction in emissions and improvement in noise levels, which will help to alleviate pressure upon the county's valued habitats and species. Policy 42 will "encourage the use of innovative design, including biodiversity net gain … to deliver improvements to the attractiveness of station environments" this is likely to have positive effects against this SEA objective. In the short-term, there is the potential for negative effects on biodiversity due to land take and disturbance during any associated improvement and maintenance activities, and potential construction activities which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, the potential for a minor negative and minor positive effect has been identified. **Mitigation** In line with national and local planning policies, it is assumed that any maintenance and construction works would seek to minimise impacts on biodiversity. While the maintenance of existing assets are less likely to deliver BNG compared to the delivery of new infrastructure, there could still be opportunities for enhancement. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

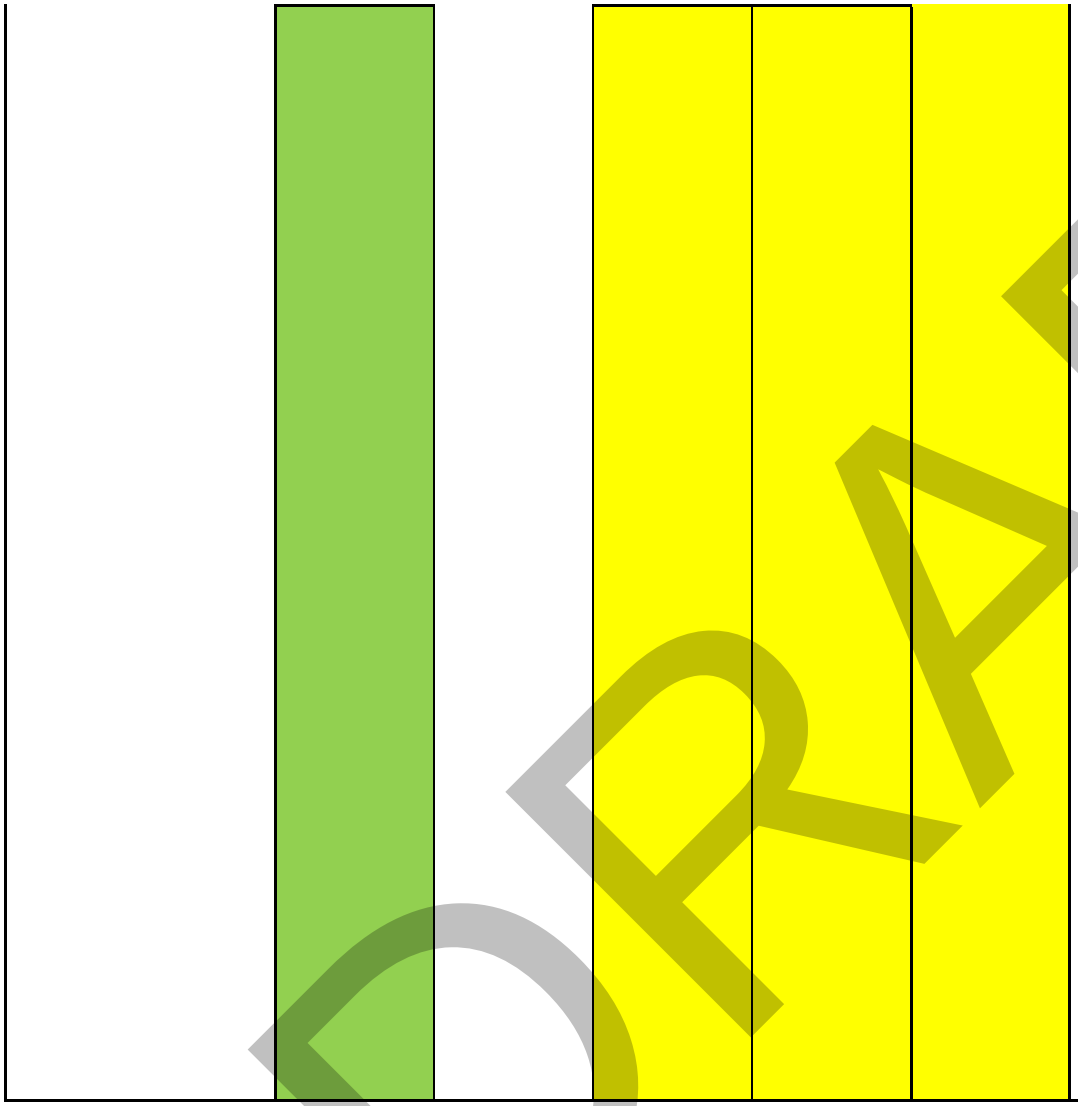
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SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	0	- / +	- / +	- / +	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple and integrated ticketing system and a network of strategic and local transport interchanges, is likely to encourage a modal shift away from private vehicle usage and towards public transportation and active travel. Reduced private vehicle usage will indirectly benefit landscape and townscape by reducing noise pollution and the visual impact of vehicles, therefore enhancing the landscape and townscape setting due to reduced disturbance and increased levels of tranquillity. Policy 42 will "encourage the use of innovative design, …and support funding applications to deliver improvements to the attractiveness of station environments" this is likely to have positive effects against this SEA objective by improving visual amenity. In the short-term, there is the potential for negative effects on landscape and townscape during improvement, maintenance and construction activities, which will depend on the location of works and potential pathways to sensitive receptors. As a result, taking a precautionary approach, a minor positive effect has been identified. **Mitigation** In line with national and local planning policy, it is assumed that any maintenance work will seek to minimise impacts on the landscape and townscape, in particular any impacts on National Landscapes. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	**+**	**0**	**- / +**	**- / +**	**- / +**	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple and integrated ticketing system and a network of strategic and local transport interchanges, is likely to encourage a modal shift away from private vehicle usage and towards public transportation and active travel. Reduced private vehicle usage will indirectly benefit the historic environment by reducing air and noise pollution, therefore enhancing the setting of heritage assets due to reduced disturbance and increased levels of tranquillity. In the long term, there is potential for positive effects on heritage assets due to schemes contributing to enhancing the setting of heritage assets, and reductions in traffic disturbance from noise and vibration. Additionally, improvements to travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. Policy 42 will "encourage the use of innovative design… to deliver improvements to the attractiveness of station environments. Improvements must … protect and enhance heritage facilities where applicable". Policy 41 will "ensure that interchange hubs are designed and delivered in accordance with national design guidelines and Manual for Gloucestershire Streets and make a positive contribution to local placemaking and regeneration" which will likely benefit the setting of heritage assets. Potential effects on buried archaeological assets would need to be considered at scheme level. However, in the short-term, there is the potential for negative effects through disturbance during the improvement and maintenance activities, and potential construction activities, which will depend on the location of works and potential pathways to sensitive receptors. Overall, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP.

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In line with national and local planning policy, it is assumed that any maintenance work will seek to minimise impacts on the historic environment, particularly any impacts on designated and non-designated heritage assets.

Assumptions
It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion).

Uncertainties
The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	0	- / +	- / +	- / +	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple and integrated ticketing system and a network of strategic and local transport interchanges, is likely to encourage a modal shift away from private vehicle usage and towards public transportation and active travel. Reduced private vehicle usage will indirectly benefit water quality by reducing levels of pollution from the transport network. In the short-term, there is the potential for negative effects through increased pollutants accessing the watercourse during improvement, maintenance and construction activities. In the long term increased impermeable area could result in increased run-off and associated flooding. However, there are also opportunities for SuDS to be implemented to reduce pollution and improve drainage. As a result, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. The use of SuDS for new and improved infrastructure. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	+	- / +	- / +	- / +	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple and integrated ticketing system and a network of strategic and local transport interchanges, is likely to encourage a modal shift away from private vehicle usage and towards public transportation and active travel. Reduced private vehicle usage will directly benefit air quality and noise levels. In the short-term, there is the potential for negative effects through increase emissions during the improvement and maintenance activities, and potential construction activities.. Overall, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	- / +	- / +	- / +	**Likely Significant Effects** Creating a fully integrated public transport network, supported by a simple and integrated ticketing system and a network of strategic and local transport interchanges, is likely to encourage a modal shift away from private vehicle usage and towards public transportation and active travel. Reduced private vehicle usage will result in a reduction in GHG emissions from the transport network. In the short-term, there is the potential for negative effects through increase emissions during the improvement and maintenance activities, and potential construction activities. Overall, a mixed minor positive and minor negative effect has been identified. **Mitigation** Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**0**	**0**	-	-	-	**Likely Significant Effects** Although the level of land take required to support schemes that come forward under these policies is not currently known, there is potential for the construction of new infrastructure (new interchange hubs and station enhancements including car park expansion) which could result in the loss of, or degradation of soils. As schemes emerge there may be potential for these schemes to support the sustainable use of resources and efficient use of land. In the short-term, there is the potential for negative effects through increase land take and soil erosion, therefore a minor negative effect has been identified. **Mitigation** It is expected that best practice measures will be utilised to avoid soil erosion and degradation and brownfield land used where possible. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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SEA Objective	Policy 39: Improving Gloucestershire's local bus network	Policy 40: Integrated public transport timetabling.	Policy 41: Establishing high-quality and safe interchange	Policy 42: Delivering railway station improvements	Cumulative Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	0	0	-	-	-	**Likely Significant Effects** Although the level of construction required to support these policies is not currently known, there is potential for schemes which come forward to generate waste and they will involve resource use. As schemes emerge there may be potential for these to minimise levels of waste and re-use/recycle materials, however, the scale of this is unknown. It is also anticipated that resources will be required and waste generated during improvement and maintenance activities, however, this is unlikely to be at the same scale as for the delivery of new infrastructure. Overall, an minor negative effect has been identified. **Mitigation** It is expected that best practice measures will be utilised and recycled and recyclable materials will be used where possible. Mitigated through implementation of a CEMP. **Assumptions** It is assumed that there may be construction activities associated with new interchange hubs and rail station enhancements (including car park expansion). **Uncertainties** The exact scale and scope of construction activities required to support the policies under this objective is uncertain.

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Objective 10: Ensuring travel is affordable for all and supports reduced social exclusion

SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++	++	++	++	+	++	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds will directly improve inclusivity and connectivity of the transport network in the County. Measures such as improving accessibility of ticketing services, providing free school travel for children, encouraging the uptake of shared mobility services, promotion of the 'Robin' service across rural Gloucestershire, and improvements to taxi services, will enable more people to use the transport network and reduce social exclusion. This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Overall, a significant positive effect has been identified as policies under this objective are likely to increase the inclusivity and connectivity of the transport network. **Mitigation** N/A **Assumptions** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
							Uncertainties N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	+	+	+	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to greatly improve connectivity across the County. Measures such as improving accessibility of ticketing services, providing free school travel for children, encouraging the uptake of shared mobility services, promotion of the 'Robin' service across rural Gloucestershire, and improvements to taxi services, will enable more people to use the transport network. Policy 46 will "work with NHS/public health to promote the Robin for access to health services and green/leisure spaces to encourage healthier lifestyles". This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Investment in both rural and urban areas that feed into a more inclusive and accessible transport system is likely to enable better access to services, facilities, and places that benefit health for everyone, including those with additional accessibility needs. An increase in people using public transport may also result in a decrease in the use of private vehicles, and an associated reduction in air and noise pollution, this could also have positive effects for human health. Overall, a minor positive effect has been identified as policies under this objective are likely improve connectivity for those who rely on public transport for access to education,

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
							employment, and services which will positively contribute to the mental health and wellbeing and quality of life for the whole population. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	++	+	+	+	+	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to provide greater connectivity across the County and support economic success. Policy 44 will provide free school travel for children, which will improve access to education. Measures such as improving accessibility of ticketing services, encouraging the uptake of shared mobility services, promotion of the 'Robin' service across rural Gloucestershire, and improvements to taxi services, will enable more people to use the transport network to access employment opportunities and education. Policy 43 will "Seek to prioritise investment in communities with limited transport access to jobs, education, healthcare and essential services, and improve bus service frequencies and operating hours on key corridors." This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Investment in both rural and urban areas that feed into a more inclusive and accessible transport system is likely to enable better access to key services and facilities, which is likely to support economic success As such, a minor positive effect has been identified.

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
							Mitigation N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	+	++	+	+	++	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to improve safety by removing barriers to those with additional needs. Policy 44 aims to provide safe transport options for young people, which will also contribute to improved safety on the transport network. The modal shift towards public transport may also improve road safety by reducing the number of cars on the road. Furthermore, ensuring that taxis and private hire vehicles provide safe, accessible and inclusive services, including driver vetting and safeguarding is expected to increase both actual and perceived safety across the network. As a result, an overall minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+	0	+	+	0	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions and improvement in noise levels, which will help to alleviate pressure upon the County's valued habitats and species. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	0	+	+	0	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit landscape and townscape by reducing noise pollution, therefore enhancing the landscape and townscape setting due to reduced disturbance, improvements to visual amenity, and increased levels of tranquillity. As a result, a minor positive effect has been identified. . **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	+	0	+	+	0	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit the historic environment by reducing air and noise pollution, therefore enhancing the setting of heritage assets due to reduced disturbance, improvements to visual amenity, and increased levels of tranquillity. Additionally, improvements to travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	0	+	+	0	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage may indirectly benefit water quality by reducing levels of pollution from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	0	+	+	+	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will directly benefit air quality and noise levels by reducing levels of air and noise pollution from the transport network. Policy 47 will encourage zero-emissions taxis which may also contribute to a reduction in air and noise pollution. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	0	+	+	+	+	**Likely Significant Effects** Ensuring that travel is affordable for all and not a barrier to opportunity by improving affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage is likely to lead to reductions in GHG emissions from reduced reliance upon personal vehicles. The reduction in emissions through reduced vehicle usage will directly benefit this objective, leading to minor positive effects. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 43: Reducing transport poverty	Policy 44: Transport for children and young people	Policy 45: Shared mobility	Policy 46: Expanding our demand responsive	Policy 47: Taxis and personal hire provision	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	0	0	0	0	0	0	**Likely Significant Effects** It is not considered likely that policies under Objective 10 will have any impact on the efficient use of land within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	0	0	0	0	0	0	**Likely Significant Effects** It is not considered likely that the policies under Objective 10 will have any impact on waste and resources within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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Objective 11: Ensuring transport is accessible and inclusive for everyone

SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++	++	++	++	**Likely Significant Effects** Ensuring that travel is accessible and inclusive will directly improve the inclusivity and connectivity of the transport network in the County. Measures such as addressing physical barriers (e.g. step-free access at railway stations), financial barriers (e.g. affordable tickets) and geographic and service-related barriers, alongside clear travel information, real-time updates, and standardised signage will greatly improve the simplicity and comfort of travelling in the County, enabling people to be confident when they travel. Policy 48 will implement inclusive design principles and require schemes over £500,000 to have an Equalities Impact Assessment. Overall, a significant positive effect has been identified as policies under this objective are likely to enable people of all ages and abilities to travel independently and with confidence, which will improve the inclusivity and connectivity of the transportation network. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive will help to protect and enhance both physical and mental health and wellbeing in the County. Measures such as addressing physical barriers (e.g. step-free access at railway stations), financial barriers (e.g. affordable tickets) and geographic and service-related barriers, alongside clear travel information, real-time updates, and standardised signage will enable more people to use the transport network with confidence. This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Improvements to the transportation network in both rural and urban areas to create a more inclusive and accessible transport system is likely to enable better access to services, facilities (including healthcare), and places that benefit health. An increase in people using public transport may also result in a decrease in the use of private vehicles, and an associated reduction in air and noise pollution, this could also have positive effects for human health. Overall, a minor positive effect has been identified as policies under this objective are likely improve connectivity for those who rely on public transport for access to education, employment, and services which will positively contribute to the mental health and wellbeing and quality of life for the whole population. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive by providing affordable, accessible and reliable transport options for people of all ages and backgrounds is likely to provide greater connectivity across the County and support economic success. Measures such as addressing physical barriers (e.g. step-free access at railway stations), financial barriers (e.g. affordable tickets), geographic and service-related barriers, alongside clear travel information, real-time updates, and standardised signage, will enable more people to use the transport network. This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Investment in both rural and urban areas that feed into a more inclusive and accessible transport system is likely to enable better access to key services and employment opportunities, which is likely to support economic success As such, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	++	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive is likely to improve safety by removing barriers to those with additional needs. Measures such as addressing physical barriers (e.g. step-free access at railway stations), financial barriers (e.g. affordable tickets), geographic and service-related barriers, alongside clear travel information, real-time updates, and standardised signage, will improve safety across the transport network by ensuring access to safe public transport modes for those who may not have previously had access. Policy 48 will implement inclusive design principles which is likely to improve safety for people of all abilities, ages and backgrounds. This policy will also monitor accessibility and personal safety performance on the transport network. Furthermore, the modal shift towards public transport may also improve road safety by reducing the number of cars on the road. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive for people of all ages and abilities by addressing physical, financial, geographic and service-related barriers is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions and improvement in noise levels, which will help to alleviate pressure upon the County's valued habitats and species. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

DRAFT

SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive for people of all ages and abilities by addressing physical, financial, geographic and service-related barriers is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit landscape and townscape by reducing noise pollution and improvements to visual amenity, therefore enhancing the landscape and townscape setting due to reduced disturbance and increased levels of tranquillity. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive for people of all ages and abilities by addressing physical, financial, geographic and service-related barriers is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage may indirectly benefit the historic environment by reducing air and noise pollution, therefore enhancing the setting of heritage assets due to reduced disturbance, improvements to visual amenity, and increased levels of tranquillity. Additionally, improvements to travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	0	0	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive for people of all ages and abilities by addressing physical, financial, geographic and service-related barriers is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage may indirectly benefit water quality by reducing levels of pollution from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive for people of all ages and abilities by addressing physical, financial, geographic and service-related barriers is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will directly benefit air quality and noise levels. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

DRAFT

SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	+	+	**Likely Significant Effects** Ensuring that travel is accessible and inclusive for people of all ages and abilities by addressing physical, financial, geographic and service-related barriers is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will result in a reduction in GHG emissions from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

DRAFT

SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**0**	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that policies under Objective 11 will have any impact on the efficient use of land within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 48: Considering accessibility and inclusion in	Policy 49: Improving customer experience for all	Policy 50: Providing accessible and inclusive travel	Cumulative Effect of Draft policies	Commentary
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**0**	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 11 will have any impact on waste and resources within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

DRAFT

Objective 12: Local transport that reflects community needs

SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	++	++	++	**Likely Significant Effects** By working collaboratively with local communities and transport operators to develop, deliver and monitor transport solutions that accurately represent the communities' needs and aspirations, there is opportunity to create a transport system that is inclusive, safe, and responsive to the needs of the local population. Additionally, the delivery of transport services where provision is limited and residents are under-served will have positive benefits by increasing capacity and improving connectivity of the transport network. Overall, a significant positive effect has been identified as policies under this objective are likely to increase the inclusivity, capacity and connectivity of the transport network. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	++	++	++	**Likely Significant Effects** Working collaboratively with local communities and transport operators to develop, deliver and monitor transport solutions that accurately represent the communities' needs, alongside the delivery of transport services where provision is limited and residents are under-served will have positive benefits in terms of both the physical and mental health and wellbeing of the County's population by increasing capacity and improving connectivity of the transport network. This is particularly important for those who do not have access to private vehicles or live in rural areas which are less connected. Improvements to the transportation network in both rural and urban areas to create a more inclusive and accessible transport system is likely to enable better access to services, facilities, and places that benefit health. Additionally, the promotion of sustainable modes of transport is likely to lead to improvements in both air quality and noise quality, alongside supporting and encouraging healthy lifestyles, which will have positive effects on health and wellbeing Overall, a significant positive effect has been identified as policies under this objective are likely improve connectivity for those who rely on public transport for access to education, employment, and services which will positively contribute to the mental health and wellbeing and quality of life for the whole population. **Mitigation** N/A **Assumptions** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
				Uncertainties N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	+	+	+	**Likely Significant Effects** Working collaboratively with local communities and transport operators to develop, deliver and monitor transport solutions that accurately represent the communities' needs, alongside the delivery of transport services where provision is limited and residents are under-served is likely to improve connectivity across the County. This is likely to increase connectivity to employment, education and local facilities, especially when utilising a place-based approach and if focused on areas that are currently poorly served by public transport services and areas where new development is proposed. This will particularly benefit those people that cannot drive such as the elderly, those with disabilities and younger people. Further positive effects are associated with schemes that promote accessibility to key sectors, such as retail and leisure facilities, and ensuring that services are able to be accessed by all, removing barriers for older people, people with disabilities and mobility restrictions, and carers. As such, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	++	++	++	**Likely Significant Effects** Creating a public transport network that reflects the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served alongside is likely to improve safety across the transport network. A more reliable and convenient transport network can enhance personal feelings of safety by making journeys easier to understand and navigate. This may encourage a modal shift towards public transport, which is likely to improve road safety by reducing the number of cars on the road. As a result, significant positive effects have been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	+	+	+	**Likely Significant Effects** Developing transport solutions that accurately represent the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit the biodiversity assets within the County through a reduction in emissions and improvement in noise levels, which will help to alleviate pressure upon the County's valued habitats and species. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	+	+	+	**Likely Significant Effects** Developing transport solutions that accurately represent the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit landscape and townscape by reducing noise pollution, therefore enhancing the landscape and townscape setting due to reduced disturbance, improvements to visual amenity, and increased levels of tranquillity. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	+	+	+	**Likely Significant Effects** By developing transport solutions that accurately represent the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will indirectly benefit the historic environment by reducing air and noise pollution, therefore enhancing the setting of heritage assets due to reduced disturbance, improvements to visual amenity, and increased levels of tranquillity. Additionally, improvements to travel networks may contribute to improved accessibility and therefore appreciation of the historic environment and heritage assets within the County. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	+	+	+	**Likely Significant Effects** Developing transport solutions that accurately represent the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage may indirectly benefit water quality by reducing levels of pollution from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA9: To reduce air and noise pollution from the transport network.	+	+	+	**Likely Significant Effects** Developing transport solutions that accurately represent the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will directly benefit air quality and noise levels by reducing levels of air and noise pollution from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	+	+	+	**Likely Significant Effects** Developing transport solutions that accurately represent the communities' needs and aspirations, alongside the delivery of transport services where provision is limited and residents are under-served, is likely to encourage a modal shift away from private vehicle usage and towards public transportation. Reduced private vehicle usage will result in a reduction in GHG emissions from the transport network. As a result, a minor positive effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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SEA Objective	Policy 51: Working with local communities	Policy 52: Community Led Transport	Cumulative Effect of Draft policies	Commentary
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that policies under Objective 12 will have any impact on the efficient use of land within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	**0**	**0**	**0**	**Likely Significant Effects** It is not considered likely that the policies under Objective 12 will have any impact on waste and resources within the area. As such, a neutral effect has been identified. **Mitigation** N/A **Assumptions** N/A **Uncertainties** N/A

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Appendix C: Appraisal of the LTP Schemes

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA1: To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for the population.	-	++	**Likely Significant Effects** During the construction of schemes, temporary disruption to existing transport routes may make journeys less reliable. This could disproportionately affect people without access to a private vehicle, older people, families with young children, people with mobility requirements and residents of rural communities who rely on these transport routes to access employment or key services. However, with suitable access arrangements and phased delivery, these effects should be temporary and localised. During operation, many schemes are expected to deliver significant improvements to transport capacity and connectivity. Bus and rail improvements, park & ride (P&R) and interchange hubs, and active travel connections would provide a wider range of travel options between Gloucester, Cheltenham, Stroud, Cirencester, Tewkesbury, the Forest of Dean and smaller settlements. Schemes connecting rural communities to railway stations, town centres and strategic corridors could particularly improve access for people who do not have access to a private vehicle. Schemes that involve highway improvements may also increase network capacity and journey reliability. However, accessibility benefits would be less inclusive where schemes primarily support private vehicle travel without corresponding improvements to public transport or active travel. **Mitigation** - Temporary disruption to accessibility during construction should be minimised through appropriate traffic management and provision of alternative access routes where required. - Public transport, active travel and digital connectivity measures should be designed to be inclusive and accessible to all users, including older people and other vulnerable groups, with consideration given to affordability, accessibility and targeted support to reduce barriers to accessing services, facilities and the wider transport network. **Assumptions** - The schemes would result in genuine improvements to service accessibility, capacity or connectivity. - New facilities and routes would be designed in accordance with applicable inclusive-design and accessibility standards. - P&R and interchange schemes would be served by suitable onward public transport

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			connections. **Uncertainties** - Service frequency, affordability, operating hours and long-term funding are not known. - It is unclear whether all rural communities and groups most at risk of transport exclusion would benefit equally. - Scheme phasing and the extent of simultaneous construction disruption are unknown. - Detailed routes and accessibility specifications are not known.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA2: To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities, places that benefit health, supporting active travel and encouraging healthy lifestyles.	-	++	**Likely Significant Effects** Scheme construction could temporarily expose nearby communities to noise, vibration, dust, emissions, construction traffic and disruption to walking and cycling routes. These effects could reduce residential amenity and temporarily impact access to key services. During operation, the extensive network of active travel schemes would create more opportunities for physical activity to be incorporated into everyday journeys. Improved access to public transport and interchange hubs could also improve access to healthcare, social, recreational and community facilities, particularly for older people and people without access to a private vehicle. Better connections between rural communities and urban areas could have mental health benefits through reducing transport-related isolation. An increase in people using public transport may also result in a decrease in the use of private vehicles, and an associated reduction in air and noise pollution, this could also have positive effects for human health. New major infrastructure schemes (such as new link roads) may have minor negative effects on health during operation through increased air and noise pollution; however the scale of impacts is uncertain, and it is expected that best practice mitigation measures would be implemented to minimise impacts. **Mitigation** - A Construction Environmental Management Plan (CEMP) should be implemented to minimise potential air quality, noise and other construction-related effects on health and wellbeing. - Active travel and public transport schemes should be designed to be inclusive and accessible to all users, including vulnerable groups, with stakeholder engagement undertaken where appropriate to identify local needs and maximise health and wellbeing benefits. - Schemes should be designed to minimise noise and air pollution where possible. **Assumptions** - New walking and cycling routes would be safe, continuous, convenient and appropriately maintained. - Public transport improvements would result in usable and affordable services rather than infrastructure provision alone. - Active travel routes would connect with settlements, employment areas, services, green spaces and public transport hubs.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	**Uncertainties** - The extent of modal shift and active travel uptake cannot be determined. - Information on proximity to housing, schools, healthcare facilities and other sensitive receptors is unavailable. - It is unclear whether benefits would be distributed evenly across different communities. - Scheme location, scale, height, materials and lighting are unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA3: To provide greater connectivity across Gloucestershire to support key sectors, attract inward investment and support economic success.	-/+	++	**Likely Significant Effects** Scheme construction could support temporary employment and local supply chains, particularly given the number and scale of proposed schemes. However, roadworks, diversions and reduced accessibility could temporarily disrupt businesses, freight movements, town centres and visitor destinations. The overall construction effect on this SEA objective is therefore assessed as both positive and negative. During operation, rail capacity enhancements, strategic interchange hubs, park and rides, and highway improvements could improve journey reliability and connectivity between employment centres, businesses, railway stations and strategic routes. Improved access between Gloucester, Cheltenham, Stroud, Cirencester, Tewkesbury, the Forest of Dean and surrounding settlements could widen labour markets and improve access to skills and employment opportunities. Rail, bus and active travel improvements may also improve access to town centres and visitor destinations, supporting tourism and the vitality of local centres (such as through scheme SD 21). EV infrastructure, improvements to public transport fleets and rail freight capacity could support elements of the green economy and the decarbonisation of transport logistics. **Mitigation** - Construction should be managed to minimise disruption to businesses and local economic activity. - Where appropriate, opportunities to utilise local contractors and suppliers should be maximised, and schemes should be designed to maintain and improve accessibility to employment, services and economic opportunities across Gloucestershire. **Assumptions** - Schemes would improve journey reliability and access to employment areas, town centres and strategic transport connections. - Transport improvements would complement planned housing and employment opportunities - Local businesses and workers would be able to benefit from construction and operational opportunities. - Public transport service provision would support the infrastructure being delivered. **Uncertainties**

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			- Detailed delivery programmes and employment forecasts are not known. - The extent to which improved highway capacity may induce additional traffic is unknown - It is unclear whether benefits would be concentrated in larger urban centres or shared with rural communities. - The total spend associated with each scheme is unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA4: To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	-	+	**Likely Significant Effects** Construction could temporarily increase the number of vehicles on the road which could lead to an increase in road accidents. Other effects, including temporary diversions, altered crossings, reduced footpath widths and unfamiliar traffic arrangements could increase actual or perceived safety risks. These effects can be managed but cannot be excluded at this stage. During operation, schemes including junction upgrades, signal improvements and capacity and safety schemes could address existing collision risks. Segregated or upgraded walking and cycling routes may improve safety for pedestrians and cyclists, while station, interchange and bus shelter improvements provide opportunities for improved lighting, surveillance and inclusive design. New or expanded highways could increase traffic speed or volumes in some locations unless safety is embedded in scheme design. Interchanges, P&R and isolated active travel routes could also create personal safety concerns if lighting, surveillance and maintenance are not adequate. **Mitigation** -Schemes should incorporate appropriate safety and security measures, including designing out crime principles and improvements to lighting, signage and surveillance where required, to enhance both perceived and actual safety across the transport network. **Assumptions** - Junction, corridor and signal schemes would be informed by road safety considerations - Active travel schemes would apply appropriate design standards and provide safe crossings and junction treatments. - Station, bus stops and interchanges would include suitable lighting, surveillance and passive supervision. - Temporary traffic management would maintain safe routes for all users. **Uncertainties** - Active travel route design and crossing arrangements are unknown. - The impact of highway schemes on traffic speed and volume cannot be determined at

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			this stage. - Operational management and maintenance arrangements for facilities are not known.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA5: To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	-	+/-	**Likely Significant Effects** Schemes that involve substantial new infrastructure have the potential to result in temporary and permanent habitat loss, vegetation clearance, disturbance to protected species and fragmentation of ecological networks. Construction activities may also generate noise, vibration, lighting, dust and runoff which could affect sensitive ecological receptors. Operational effects from schemes may include increased pollution (including increased air, noise, vibration, and light pollution) from the new assets, or result in changes to habitats and ecological connectivity. There may be opportunities to enhance biodiversity through habitat creation, green infrastructure and Biodiversity Net Gain. Additionally, the improvement of sustainable modes of transport and is likely to lead to improvements in both air quality and noise which may reduce pollution and disturbance to nearby habitats. The operational effect on this objective has therefore been assessed as a minor positive and minor negative due to the potential for both beneficial and adverse effects depending on the location, design and mitigation incorporated into individual schemes. **Mitigation** - The mitigation hierarchy should be applied throughout scheme design and delivery to avoid and minimise effects on biodiversity, with appropriate green infrastructure and at least 10% Biodiversity Net Gain secured where required. - Project-level ecological surveys and Habitats Regulations Assessment (HRA) should be undertaken where relevant, supported by CEMPs, lighting strategies and species-specific measures addressing sensitive periods, habitat buffers, noise, vibration, light spill, invasive species and biosecurity. - Good-practice construction controls, workforce awareness and appropriate monitoring should be implemented to protect retained and newly created habitats. **Assumptions** - Schemes would be designed and delivered in accordance with environmental legislation and planning requirements. - Biodiversity Net Gain and ecological mitigation would be incorporated where required. - Existing infrastructure corridors would be utilised where feasible to reduce impacts on undisturbed habitats.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			Uncertainties - The location of schemes relative to designated sites, priority habitats, ecological networks and protected species is unknown. - Detailed design and land requirements are unknown

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA6: To protect and enhance townscapes and landscapes of natural, historic, and visual importance, including the rural environment and town centres.	-	+/-	**Likely Significant Effects** Scheme construction could temporarily affect landscape and townscape character through vegetation clearance, earthworks, lighting and traffic generation/management. Effects may be particularly sensitive where schemes pass through rural landscapes, settlement edges, town centres or designated landscapes. At this stage, the operational effects are uncertain because detailed information regarding location, scale and design of the schemes is not available. Infrastructure such as highway improvements, rail enhancements, interchange hubs and P&R facilities could affect the character and visual amenity of landscapes and townscapes, particularly where they are located on greenfield land. Conversely, many active travel, public transport (such as station enhancements and P&R) and public realm improvements may enhance the quality of town centres, improve streetscapes and support better integration of transport infrastructure within existing settlements. **Mitigation** - A CEMP should be implemented to minimise temporary effects on landscape and townscape character during construction. - Schemes should adopt a landscape-led and context-sensitive design approach, supported by Landscape and Visual Impact Assessment where appropriate, particularly within or affecting designated landscapes. - Where access to designated landscapes may be disrupted, alternative access arrangements should be provided where feasible. **Assumptions** - Landscape and townscape considerations would inform route selection and scheme design. - New planting and green infrastructure would use appropriate species and be maintained to successful establishment. - Existing corridors and previously developed land would be used where practicable. **Uncertainties** - Scheme location, scale, height, materials and lighting are unknown. - Potential proximity to the Cotswolds, Wye Valley and Malvern Hills National Landscapes are not known.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			- The extent of vegetation removal and the effectiveness of replacement planting are unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA7: To protect and enhance the historic environment and the significance of its component heritage assets including contributions to their significance from setting and group value**.**	-	+/-	**Likely Significant Effects** Construction activities have the potential to affect known and unknown archaeology through ground disturbance and may temporarily affect the setting of heritage assets through noise, vibration, visual intrusion and construction traffic. If construction activities are in close proximity to heritage assets there may be direct negative impacts, and/or loss of heritage assets, it is assumed that this will be avoided where possible. At the operational stage, some infrastructure improvements could affect the setting, character or significance of heritage assets where they occur in proximity to historic settlements, conservation areas, listed buildings or archaeological remains. Conversely, public realm improvements, active travel schemes and measures that reduce traffic pressures in sensitive locations may enhance the setting, accessibility and appreciation of heritage assets. **Mitigation** - A CEMP should be implemented to minimise temporary effects on the historic environment during construction. - Where schemes have the potential to affect designated or non-designated heritage assets, appropriate heritage and visual impact assessments should be undertaken to inform design and mitigation. - Schemes should be designed sensitively to conserve and enhance the significance and setting of heritage assets, with engagement with Historic England and other relevant stakeholders where appropriate. - Alternative access arrangements should be considered where schemes may affect access to heritage assets. **Assumptions** - Project-level heritage assessment would be undertaken when required. - Preservation in situ would be prioritised for highly significant archaeological remains - Scheme design and route selection would consider heritage sites and designated assets. **Uncertainties** - Proximity to designated and non-designated heritage assets is unknown. -The presence, extent and significance of buried archaeology is unknown. - Scheme location, scale, height, materials and lighting are unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA8: To reduce the risk and vulnerability from and increase resilience to, flooding, and to maintain and enhance water quality by reducing levels of pollution from the transport network.	-	+/-	**Likely Significant Effects** Construction works associated with the schemes may generate temporary effects on the water environment through sediment runoff, accidental pollution incidents, disturbance of watercourses, changes to drainage patterns and increased flood risk associated with construction activities. Operational effects from schemes may include increased pollution from the new assets, increased runoff or introduce new pollution pathways where not appropriately managed. Depending on the location of the schemes they may also be at risk of flooding. However, many schemes may also provide opportunities to improve drainage infrastructure, incorporate sustainable drainage systems (SuDS), enhance resilience to flooding and improve water quality. Additionally, the improvement of sustainable modes of transport and is likely to lead to reduction in pollution, which may reduce polluted runoff entering the water environment. Overall, the operational effect on this SEA objective has been assessed as a minor positive and minor negative due to the potential for both beneficial and adverse effects depending on scheme location, design and mitigation incorporated into individual schemes. **Mitigation** - A CEMP should be implemented to minimise potential pollution and disturbance to the water environment during construction. - Schemes should incorporate SuDS, green infrastructure and other appropriate drainage measures to maintain existing hydrological conditions, improve flood resilience and protect water quality. - Site-specific flood risk, hydrological and drainage assessments should be undertaken where required, with appropriate pollution prevention measures and avoidance of sensitive water environments incorporated into scheme design. **Assumptions** - Appropriate drainage, SuDS and pollution control would be incorporated where required. - Schemes would comply with relevant flood risk and water management policy requirements. - Opportunities to improve existing drainage arrangements would be explored during scheme design.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			Uncertainties - The scale of additional impermeable surfaces is unknown. - The location of schemes relative to watercourses, flood zones and Source Protection Zones is not known. - The extent of drainage improvements associated with individual schemes is not known.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA9: To reduce air and noise pollution from the transport network.	-	- / +	**Likely Significant Effects** Scheme construction is likely to generate temporary dust, exhaust emissions, noise and vibration from plant, construction traffic and earthworks. Traffic management could also increase congestion and idling on diversion routes causing increased noise and emissions to air. These noise and air quality effects may be more significant where schemes are located close to homes, schools, healthcare facilities, designated sites and existing Air Quality Management Areas (AQMAs). During operation, schemes involving public transport or active travel improvements could reduce private vehicle use and associated emissions to air and noise where they achieve modal shift. Measures to increase highway capacity/address existing issues on the highway network (such as signal and junction improvements) could also reduce congestion and localised idling with attendant air quality and noise benefits. The provision of additional EV infrastructure may additionally encourage the uptake of EVs and, in-turn, reduce emissions from motorised vehicles. However, schemes involving new roads and capacity improvements could redistribute or increase traffic and expose new receptors to road noise and pollution. Additionally, rail capacity improvements could increase train movements and associated noise near rail corridors. The operational effects on this SEA objective have therefore been assessed as minor positive and negative. **Mitigation** - A CEMP should be implemented to minimise potential air quality, noise and vibration effects during construction. Good-practice measures, including dust suppression, appropriate plant selection and low-emission construction methods, should be incorporated where feasible. - Schemes should take account of AQMAs and Noise Important Areas, with operational air quality and noise assessments undertaken where required to inform design and mitigation. - Where appropriate, transport improvements should be designed to support reductions in congestion, emissions and noise exposure. **Assumptions** - Sustainable transport schemes would lead to a reduction in private vehicle use. - EV infrastructure improvements would result in an increased use of lower-emission vehicles.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			- Highway schemes would address local congestion rather than solely increase traffic capacity. - Relevant air quality and noise standards would be applied at project level. **Uncertainties** - Traffic forecasts and modal shift projections are not known - Proximity to AQMAs and noise-sensitive receptors is unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA10: To ensure the transport network is resilient to the effects of climate change and reduce greenhouse gas emissions from the local transport network.	-	- / +	**Likely Significant Effects** Scheme construction is likely to generate embodied carbon through the production and transport of materials including concrete and steel. Construction will also generate GHG emissions from construction plant, earthworks and waste management. Schemes involving major highway, bridge, rail and station improvements are likely to have the greatest GHG emissions. During operation, schemes involving public transport or active travel improvements could reduce private vehicle use and associated GHG emissions where they achieve modal shift. Measures to increase highway capacity/address existing issues on the highway network (such as signal and junction improvements) could also reduce congestion and localised idling with attendant GHG benefits. The provision of additional EV infrastructure may additionally encourage the uptake of EVs and, in-turn, reduce emissions from motorised vehicles. Conversely, schemes involving highway improvements may encourage additional vehicle travel and associated emissions. P&R could work to reduce traffic entering urban areas but may still encourage car travel for the first part of journeys. **Mitigation** - Schemes should incorporate low-carbon, resource-efficient and climate-resilient design principles where practicable, including the use of sustainable and recycled materials. - Transport infrastructure should be designed to withstand the current and future effects of climate change, including flooding, extreme temperatures and severe weather events, whilst avoiding areas at significant flood risk where possible. - Sustainable construction practices should be adopted throughout delivery, with opportunities taken to reduce GHG emissions and support circular economy principles, resource efficiency and waste minimisation. **Assumptions** - Active travel and public transport schemes would contribute to modal shift. - EV infrastructure would support vehicle decarbonisation. - Project-level design would account for future climate conditions throughout the asset life. - Whole-life carbon considerations would influence scheme design and material selection. **Uncertainties**

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			- No quantified construction or operational carbon information is available. - Modal shift, induced traffic and future vehicle fleet composition are unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA11: To ensure the efficient use of land and that valuable land, soils and geology is protected.	-	+/-	**Likely Significant Effects** Construction activities associated with schemes may require temporary land take, earthworks, excavation and soil handling, which could result in soil disturbance, compaction, erosion and the generation of surplus materials. Depending on the location of schemes, development may also result in the loss of best and most versatile (BMV) agricultural land or result in the sterilisation of mineral resources. These effects are likely to be greater for new transport infrastructure than for upgrades to existing assets. Operational effects from schemes may include increased pollution from the new assets. Infrastructure schemes may increase runoff or introduce new pollution pathways where not appropriately managed and could impact soil health. However, many schemes may also provide opportunities to improve pollution filtration infrastructure, such as incorporating SuDS and green infrastructure, which could improve soil health. Therefore the operational effect on this SEA objective has been assessed as a minor positive and minor negative due to the potential for both beneficial and adverse effects depending on the location, design and mitigation incorporated into individual schemes. **Mitigation** - Where land take is required, preference should be given to previously developed land and the avoidance of Best and Most Versatile (BMV) agricultural land where possible. - - - Schemes should seek to avoid safeguarded mineral resources and minimise impacts on soils through sensitive design and construction practices. - Soil Resource Plans and other site-specific mitigation measures should be implemented where appropriate to ensure the sustainable management and protection of soil resources. **Assumptions** - Existing infrastructure corridors and previously developed land would be prioritised where feasible. - The loss of BMV agricultural land would be minimised where practicable. - Soils would be appropriately managed and reused during construction. **Uncertainties** - The amount and location of permanent land take is unknown. - Information regarding agricultural land quality, soil resources and geological constraints is unknown.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
			- The balance between brownfield and greenfield development cannot be determined at this stage.

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SEA Objective	Residual Effects of Schemes		Commentary
	Construction	Operation	
SEA12: To reduce the amount of waste produced, promote sustainable use of resources, and ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	-	+	**Likely Significant Effects** Construction involved in many of the schemes would require aggregate, asphalt, concrete, steel, timber and other materials. Construction would also produce excavation waste, demolition materials and other sources of waste. Larger scale infrastructure works such as new stations and highway schemes are likely to have the greatest resource requirements and generate the largest volumes of waste. During operation, the schemes would expand and enhance transport infrastructure and could improve the efficiency, capacity and resilience of critical transport assets. EV charging, bus fleet improvements, rail enhancements and sustainable transport infrastructure would support lower-carbon mobility and elements of the green economy. If schemes involve the reuse of disused railway infrastructure and upgrades to existing roads, stations and junctions, this operational impact could have a more substantial positive effect. **Mitigation** - Schemes should seek to maximise resource efficiency through the use of sustainable and recycled materials where practicable, whilst minimising waste generation through the application of circular economy principles and the waste hierarchy. - Opportunities to improve operational efficiency and support the transition to a low-carbon transport network, including through the integration of renewable energy and supporting infrastructure where appropriate, should be embedded into scheme design and delivery. **Assumptions** - Existing transport infrastructure and materials would be reused where feasible. - Construction would follow the waste hierarchy. - Sustainable procurement and resource-efficient design would be applied across the programme. - EV and public transport infrastructure would have sufficient supporting energy and network capacity. **Uncertainties** - Material quantities, sources and embodied impacts are unknown. - Excavation, demolition and waste volumes are not known.

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Appendix D: Quality Assurance Checklist

The Government's Guidance on SEA contains a quality assurance checklist to help ensure that the requirements of the SEA Regulations are met. Those requirements have been set out below in **Table D-0-1**.

Table D-0-1 Quality Assurance Checklist

Item	Where this has been addressed
Objectives and Context	
The plan's purpose and objectives are made clear.	**Section 2** (The Local Transport Plan 2027 – 2043) of the Environmental Report sets out the Plan's purpose and objectives.
Environmental issues and constraints, including international and environmental protection objectives, are considered in developing objectives and targets	Environmental issues and constraints are identified in **Appendix A** (Final Scoping Report). International and environmental protection objectives are identified in **Appendix A** (Final Scoping Report). These informed the development of the SEA framework of objectives in **Section 3.3.**
SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate	The SEA framework of objectives is presented in **Section 3.3**and these informed the identification of proposed monitoring indicators in **Section 7.3** (Monitoring of Environmental Effects).
Links with other related plans, programmes and policies are identified and explained.	Links with other plans policies and programmes are provided in **Appendix A** (Final Scoping Report).
Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described.	A compatibility test of the SEA framework objectives against the Programme's objectives is presented in **Section 5** (Cumulative effects).
Scoping	
Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report	The statutory consultees were consulted on the Scoping Report from 13th May 2026 to 17th June 2026. Comments received and how they have been taken into account are presented in **Appendix A** (Final Scoping Report).

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The assessment focuses on significant issues.	Key sustainability issues have been identified in **Appendix A** (Final Scoping Report) and these informed the development of the SEA framework of objectives in **Section 3.3** (The SEA Framework).
Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit	**Section 3.5** (Technical Difficulties) discusses difficulties encountered in undertaking the assessment.
Reasons are given for eliminating issues from further consideration.	No issues have been scoped out, see **Section 3.2** (Assessment Scope).
Alternatives	
Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant.	**Section 6** (Assessment of Reasonable Alternatives) sets out how reasonable alternatives have been identified.
The environmental effects (both adverse and beneficial) of each alternative are identified and compared	The findings of the assessment of reasonable alternatives are presented in **Section 6.3** (Reasonable Alternatives).
Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained	The reasonable alternatives are identified in **Section 6.2** and the findings of the assessment are presented in **Section 6.3.**
Reasons are given for selection or elimination of alternatives.	The outline reasons for selection or elimination of alternatives is provided in **Section 6.4.**
Baseline Information	
Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described.	This is addressed in **Appendix A** (Final Scoping Report).
Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan.	This is addressed in **Appendix A** (Final Scoping Report). Please also refer to **Section 3.2** (The Scope of the Assessment).
Difficulties such as deficiencies in information or methods are explained.	Assumptions and uncertainties encountered have been documented throughout the report and assessment, see **Section 3.5** (Technical Difficulties)**, Appendices B** (Assessment of the LTP Policies)**,** and **C** (Appraisal of the LTP schemes).
Prediction and evaluation of likely significant environmental effects	

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Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant; other likely environmental effects are also covered, as appropriate	This is addressed in **Section 3.2** (Scope of the Assessment), **Section 4** (Assessment of the Draft Local Transport Plan), **Section 5** (Cumulative Effects) and **Appendices B** (Assessment of the LTP Policies)**,** and **C** (Appraisal of the LTP schemes).
Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.	This is addressed in **Section 3.2** (Scope of the Assessment), **Section 4** (Assessment of the Draft Local Transport Plan), **Section 5** (Cumulative Effects) and **Appendices B** (Assessment of the LTP Policies)**,** and **C** (Appraisal of the LTP schemes).
Likely secondary, cumulative and synergistic effects are identified where practicable.	Cumulative effects have been identified in **Section 5** (Cumulative Effects).
Inter-relationships between effects are considered where practicable.	Inter-relationships between effects are identified in the assessment commentary, where appropriate. See **Section 4** (Assessment of the Draft Local Transport Plan), **Section 5** (Cumulative Effects) and **Appendices B** (Assessment of the LTP Policies)**,** and **C** (Appraisal of the LTP schemes).
The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds	These have been used and detailed where appropriate within the commentary for assessment. Refer to **Section 3** (SEA Scope and Methodology) and **Appendices B** (Assessment of the LTP Policies), and **C** (Appraisal of the LTP schemes).
Methods used to evaluate the effects are described.	These have been detailed in **Section 3** (SEA Scope and Methodology).
Mitigation Measures	
Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated.	These have been outlined in **Section 7** (Mitigation and Enhancement) and where relevant through the assessments in **Appendices B** (Assessment of the LTP Policies), and **C** (Appraisal of the LTP schemes).
Issues to be taken into account in project consents are identified.	These have been provided where relevant in **Appendices B** (Assessment of the LTP Policies), and **C** (Appraisal of the LTP schemes).
The Environmental Report	
Is clear and concise in its layout and presentation	The Environmental Report is clear and is as concise as possible.

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Uses simple, clear language and avoids or explains technical terms	Clear non-technical language has been used throughout and a Non-Technical Summary provided.
Uses maps and other illustrations where appropriate.	Figures and tables have been used to present information where appropriate.
Explains the methodology used.	The methodology is set out in **Section 3** (SEA Scope and Methodology).
Explains who was consulted and what methods of consultation were used.	The statutory consultees were consulted on the Scoping Report from 13th May 2026 to 17th June 2026. Comments received are presented in **Appendix A**.
Identifies sources of information, including expert judgement and matters of opinion.	The Environmental Report is fully referenced throughout. Where expert judgment has been applied this has been clearly stated.
Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA.	A non-technical summary has been included within the Environmental Report and separately.
Consultation	
The SEA is consulted on as an integral part of the plan-making process	The Scoping Report was sent to statutory consultees from 13th May 2026 to 17th June 2026 and the responses have been recorded in **Appendix A**. The statutory consultees and wider stakeholders, including the public, will have an opportunity to review and comment on the Environmental Report.
Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report.	The statutory consultees and wider stakeholders, including the public, will have an opportunity to review and comment on the Environmental Report alongside the draft LTP.
Decision-making and information on the decision	
The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme	Responses received to the Scoping Report have been taken into consideration, see **Appendix A**. Responses received on this Environmental Report will be reviewed and taken into account once available.

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An explanation is given of how they have been taken into account.	This will be detailed in the post-adoption statement, which will be produced once the Programme has been adopted.
Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered.	**Section 6.4** presents the outline reasons for selecting the preferred draft plan in light of reasonable alternatives.
Monitoring measures	
Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA.	Proposed monitoring measures are set out in **Section 7.3.**
Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA.	This will be detailed in the post-adoption statement, which will be produced once the Programme has been adopted.
Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.)	Proposed monitoring measures are set out in **Section 7.3**. Where possible these are identified for each SEA objective to allow for identification of any unforeseen effects.

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