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# Local Transport Plan 4

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<b>Committee considering report:</b>	Council
<b>Date of Committee:</b>	17 July 2025
<b>Portfolio Member:</b>	Councillor Stuart Gourley
<b>Date Head of Service agreed report:</b>	12 June 2025
<b>Date Portfolio Member agreed report:</b>	17 June 2025
<b>Report Author:</b>	Alec Gore, Transport Decarbonisation & Strategy Team Leader
<b>Forward Plan Ref:</b>	C4652

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## 1 Purpose of the Report

- 1.1 The purpose of this report is to present the Local Transport Plan (LTP4) for adoption. It is a statutory requirement that, as the Local Transport Authority, West Berkshire Council has a Local Transport Plan. This plan will cover the period 2025-2040.
- 1.2 The LTP4 is a key document for the district setting the Council's transport vision, associated objectives and investment priorities. It includes an action plan for delivery. Importantly, it supports the Council's Local Plan and Environment Strategy and links with many aspects of delivering the Council's wider [priorities and goals](#).
- 1.3 Having a good quality and up to date Local Transport Plan in place is likely to assist us in any future external bids for transport related funding.

## 2 Recommendation(s)

- 2.1 It is recommended that Council adopts the Local Transport Plan 2025-2040 (LTP4).

## 3 Implications and Impact Assessment

Implication	Commentary
<b>Financial:</b>	<p>Projects and actions already underway are funded using existing approved budgets. Teams across the Council use the budget setting process to plan for future programmes and secure funding for them.</p> <p>Where projects that are not yet funded have been included in the LTP4 Action Plan, before these projects progress any</p>

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	further (if considered appropriate) business cases and funding bids would be required along with formal budget approval.			
<b>Human Resource:</b>	There are no direct HR implications as a result of this report.			
<b>Legal:</b>	There are no direct Legal implications as a result of this report.			
<b>Risk Management:</b>	Any projects implemented under the LTP4 Action Plan or its subsidiary strategies would have their own Risk Management.			
<b>Property:</b>	There are no direct Property implications as are result of this report.			
<b>Policy:</b>	<p>The LTP4 aligns with and supports the Local Plan. It also supports delivery of the refreshed Environment Strategy.</p> <p>The LTP4 will play a part in informing and shaping relevant Council policies and plans particularly across the Highways and Transport teams in the Environment Department.</p> <p>This results in collaborative working as officers develop and deliver effective measures for the Council as it addresses the climate and ecological emergencies as well as other important health and wellbeing outcomes through its policies, plans and events.</p> <p>There are also strong links with other Berkshire authorities and wider authorities across the region through our sub-national transport body, Transport for the South East (TfSE).</p>			
	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				
<b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		✓		No impact directly. Across the LTP4 Action Plan on a project-by-project basis, equalities should be considered through the PMM process to ensure there are no negative impacts.

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<b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		✓		No impact directly. Across the LTP4 Action Plan on a project-by-project basis, equalities should be considered through the PMM process to ensure there are no negative impacts.
<b>Environmental Impact:</b>	✓			<p>The rollout of the Action Plan in the LTP4 will demonstrate its delivery, which seeks to have a positive impact on the environment and, where it focuses on the work of the Council, will help it achieve its primary target of net zero by 2030.</p> <p>As the projects within the Action Plan are implemented there is consideration in the detailed planning stages as to whether there are unintended negative environmental impacts that require mitigation.</p>
<b>Health Impact:</b>	✓			The projects and activities within the LTP4 Action Plan that have a focus on carbon reduction will have health benefits through a reduction in air pollution. Some projects seek to improve health and wellbeing as a key benefit, e.g. Active Travel.
<b>ICT Impact:</b>		✓		There is no significant ICT impact.
<b>Digital Services Impact:</b>		✓		There is no significant impact on Digital Services.
<b>Council Strategy Priorities:</b>	✓			The LTP4 will contribute to <b>tackling the climate and ecological emergency</b> . It will also contribute towards <b>a prosperous and resilient West Berkshire</b> as it <b>supports local economic growth</b> through <b>key infrastructure and public transport developments</b> , and more travel options available to residents, including in rural areas.

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<b>Core Business:</b>	✓			The LTP4 is a core part of Council business because it provides the framework for <b>how the authority manages and develops transport infrastructure and services to support local needs</b> , economic growth, and sustainability goals. It is <b>a statutory requirement under the Local Transport Act 2008</b> and acts as the key mechanism for delivering integrated transport at a local level.
<b>Data Impact:</b>		✓		It is not envisaged that there will be any data impacts.
<b>Consultation and Engagement:</b>	The <b>Transport Act 2000</b> imposes requirements for consultation during the preparation of an LTP, both <b>with the public and statutory bodies</b> , e.g. Historic England, National Highways. <b>Two public consultations have been held locally</b> , one at the Strategy development stage and a second on the whole plan, including the Action Plan. We have also consulted with <b>significant stakeholders, neighbouring authorities and town and parish councils</b> as well as <b>sub-national transport bodies</b> and <b>local bus and rail companies</b> .			

## 4 Executive Summary

- 4.1 The purpose of this report is to seek adoption of the Local Transport Plan 4 (2025 – 2040) in Appendix B. Local Transport Plans often have supporting documents providing further details for delivery around a particular topic area or mode of travel. Where necessary, the Council will develop or update certain documents in support of the LTP4 and, following appropriate consultation, bring these forward as Individual Decisions.
- 4.2 The Local Transport Plan (LTP) is the Council's key transport policy document and is a statutory requirement under the Local Transport Act 2008. This places a requirement on Local Transport Authorities to develop an LTP for their geographical area, having regard to Government guidance and policies on the environment.
- The requirement to update LTP3 has been influenced by a series of major changes in Government policies and priorities at a national, sub-regional and local level, including;
    - Greater emphasis on the need to decarbonise transport
    - Changes to lifestyles and economic recovery following Covid
    - Transport for South East Regional Transport Strategy
    - The Council's Local Plan Review
    - The Council's own commitments to achieve Net Zero by 2030 (as outlined in the Environment Strategy)
- 4.2 Development of the new LTP4 has taken place in the absence of LTP guidance from the Department of Transport (DfT), as DfT have encouraged local authorities to progress the review and update of their LTPs. DfT have also provided a strong indication of the likely contents of future LTP guidance. These have been considered in the preparation of the LTP4.
- 4.4 The LTP4 contains a long-term transport strategy for the District and a draft indicative Action Plan that will help guide the delivery of the plan and inform development of, for example, the highways capital programme. The LTP4 Strategy contains four vision themes with supporting objectives, which have helped form the approach for four place areas identified in the document.
- 4.5 Whilst the LTP4 covers a 15-year period, there will be opportunity for reviewing and refreshing the plan to reflect on any significant local or national changes and to ensure continued alignment with other key Council strategies and plans such as the Local Plan and Environment Strategy.

## 5 Supporting Information

### *Local Transport Plan 4 Strategy Document and Action Plan*

- 5.1 The proposed LTP4 can be seen in Appendix B. The DfT had initially proposed to issue updated Local Transport Plan in spring 2023. However, the publication of the draft guidance was continually delayed and has yet to be published. In lieu of published draft

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guidance, DfT has continued to urge local authorities to progress the review and update of their LTPs and provided local authorities with a strong indication of the likely contents. The new LTP4 has been prepared in anticipation of the requirements of the draft guidance, which includes putting an emphasis on;

- Having a 'place' based approach, reflecting functional travel areas and not travel modes.
- Having a 'vision led' approach, with a focus on outcomes and local priorities.

5.2 Therefore, a Place based approach has been developed for the new LTP4. This recognises that a one size fits all approach is not suitable for the LTP given the diverse nature of West Berkshire in terms of its landscape and its communities.

5.3 The vision led approach has 4 themes supported by a series of associated objectives, as shown in Figure 1 below.

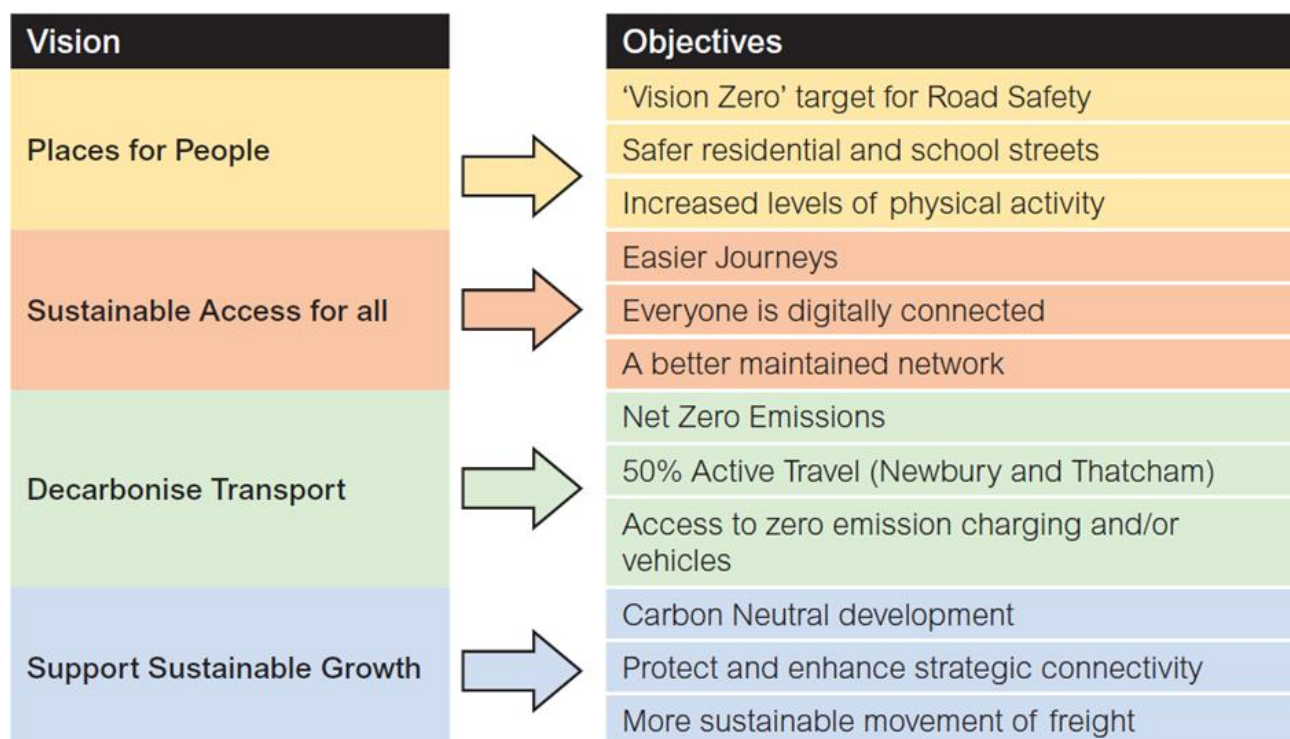


Figure 1: LTP4 Vision Themes and Associated Objectives

### *Consultation and Engagement*

5.4 As well as being underpinned by a robust evidence base, the development of the LTP4 has been shaped by considerable consultation and engagement. This has included engagement with key officers to outline and refine the vision themes and objectives, as well as to develop the Action Plan. In addition, regular presentations have been made to Members at the former Transport Advisory Group (TAG) meetings throughout the development of the LTP4 Strategy. This has provided the opportunity for cross-party involvement throughout the process.

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- 5.5 A first round of public consultation in early 2023 focused on the main LTP4 Strategy document. This included seeking views on the main priorities for transport in the district and the main vision themes and associated objectives. Responses were received from members of the public, town and parish councils, local user and interest groups and Network Rail.
- 5.6 Results from the 2023 consultation indicated that the top three transport priorities identified by respondents were;
- Access to public transport
  - Pedestrian facilities
  - Clean air
- 5.7 There was broad support for the place-based approach. While results from the consultation also indicated broad support for the draft LTP4's main vision themes and associated objectives, there were some suggestions for changes, including;
- An increased focus on maintenance
  - The need to provide comprehensive, rather than fragmented, cycle networks
  - The similarity of many of the sustainable access objectives relating to public transport
  - That there should be more explicit targets relating to the objectives.
- 5.8 A revised draft LTP4 was produced following the results of the consultation, as well as considering other policies changes, along with emerging priorities from the new UK Government following the General Election in July 2024. As a result, a revised set of objectives to support the four main vision themes were developed (as shown in Figure 1).
- 5.9 A second round of public consultation was held in spring 2025, which involved seeking views on the revised LTP4 Strategy document, along with a draft Action Plan, which set out the measures that would help deliver the LTP4's ambitions. The Action Plan will help inform future capital programmes for highway and transport schemes, as well as being used to help bid for scheme specific funding when such opportunities arise.
- 5.10 Results from the 2025 consultation indicate broad support for the vision themes and associated objectives. Therefore, given the generally positive response to the draft plan, it is not considered that substantial changes are required. Some minor revisions will be made in terms of details to the place-based strategies and the Action Plan to respond to points raised in consultation and to changes in circumstance.
- 5.11 While there is broad support for improving transport and infrastructure across West Berkshire, many respondents expressed concerns about implementation, funding, and a perceived imbalance in focus between urban and rural areas. Improved public transport, better road maintenance, enhanced cycling safety, realistic sustainability initiatives, and inclusive accessibility measures emerged as the strongest recurring themes in the feedback.

- 5.12 In addition to the draft LTP4 Strategy and Action Plan, the consultation included a statutory Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA). This SA report also included an Equality Impact Assessment and Habitat Regulations Assessment.

## 6 Other options considered

- 6.1 Two other options were considered during the development of the LTP4 Strategy, These were:

### 6.2 *Continuation of existing LTP3*

*Response* – This would be viewed as a ‘Do-nothing’ option. This would not be appropriate as the current LTP3 is out of date, particularly in terms of advancement in transport-related technologies and a greater emphasis of the need to reduce carbon emissions from local transport. In addition, the Local Transport Act 2000 requires the local transport authority to keep the plan under review and have an up-to-date adopted plan to serve its local area.

Furthermore, to ignore the Government’s call for new LTPs from Local Transport Authorities could result in receiving a reduced allocation of capital funding from DfT and a weakened position for making the case for future external grant funding and developer contributions. Therefore, this option is not considered appropriate.

### 6.3 *LTP4 with a greater ‘carbon-focused’ approach*

*Response* - This option would seek to develop and introduce measures that provide a greater degree of carbon reduction beyond those proposed through the preferred LTP4 Strategy. This would involve the development of more widespread active and public transport measures, along with measures to help further reduce car usage.

The current proposed approach supports the Council’s Environment Strategy. It contributes to delivering the Council’s pathway to net zero and also supports the district to reach net zero as soon as practicable. What is proposed is a balanced approach that seeks to deliver net zero whilst recognising the varied nature of West Berkshire and the need to be connected and have good travel choices.

To have an even greater carbon-focused approach would require significantly higher levels of funding than currently proposed in the LTP4 Strategy and is likely to not recognise so well the needs of our different communities.

Given current and expected funding levels and general resources available in the Council, and reflecting on the appropriateness for our district, this option was not considered deliverable.

## 7 Conclusion

- 7.1 All local transport authorities are required under the Local Transport Act 2000 to have a Local Transport Plan which sets the strategy and policy framework for their area. The West Berkshire LTP4 will ensure that the Council has an up-to-date LTP that reflects national, sub-regional and local policy.



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- 7.2 The current LTP3, produced in 2011, is considered to be out of date as it does not match current policy priority areas, such as the need to reduce carbon emissions, and in terms of developments in technology that have impacted people's lives in how they access services and facilities and transport habits. It also does not address the Council's ambitions for achieving net zero.
- 7.3 Although DfT have yet to publish new LTP guidance, they have strongly urged local authorities to review and update their LTPs and have indicated what the guidance is likely to contain. Failure to update the LTP may put the Council at risk of missing future funding opportunities for transport funding, or from developer contributions.
- 7.4 Over the past three years, significant progress has been made in developing, consulting upon and finalising the new LTP4. This has included public consultation events in early 2023 and 2025, which have helped both shape the plan and to provide endorsement for its overall direction. There has also been continued cross-party Member engagement throughout the development process with regular updates at meetings of the Transport Advisory Group.

## 8 Appendices

Appendix A – Equity Impact Assessment

Appendix B – Local Transport Plan 4

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### Background Papers:

The statutory SA / SEA referred to in 5.18 was consulted on in Spring 2025 and can be provided on request. It is a detailed assessment of impacts and will be published on the Council's website alongside the LTP4 once approved.

### Subject to Call-In:

Yes: ☐ No: ☒

The item is due to be referred to Council for final approval	<input checked="" type="checkbox"/>
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>
Delays in implementation could compromise the Council's position	<input type="checkbox"/>
Considered or reviewed by Scrutiny Commission or associated Committees, Task Groups within preceding six months	<input type="checkbox"/>
Item is Urgent Key Decision	<input type="checkbox"/>
Report is to note only	<input type="checkbox"/>

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**Wards affected:** All

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West Berkshire Council  
Equity Impact Assessment

March 2025

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Place Directorate / Climate Change Service Area
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	West Berkshire Council, Local Transport Plan 4 Strategy (2025 – 2040)
<b>Is this a new or existing function or policy?</b>	New strategy for an existing function
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The assessment relates to the Local Transport Plan 4 (LTP4) Strategy document, which upon adoption will replace the Council's current LTP3. The LTP covers all aspect of transport and travel in West Berkshire, outlining the Council's transport vision, associated objectives and investment priorities.</p> <p>The impacts are intended to benefit all groups by providing greater a choice of transport, safer travel on all transport networks, promoting delivery of better active travel and public transport routes, improving digital access to reduce the need for travel and better access to services and facilities.</p> <p>The vision themes and associated objectives in the LTP4 Strategy and the resultant potential measures outlined in the Action Plan are intended to have positive outcomes and it is not considered that they have any bias or discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>Some of the key issues affecting protected characteristics have been highlighted in the assessment. However, the various measures and schemes implemented that would be delivered by the LTP4 would allow all groups to potentially benefit. These will be addressed through more detailed work of supporting documents and in the preparation of projects identified in the LTP4 Action Plan, which will address any impacts as is appropriate. This can be kept under review in a number of ways as described in the assessment.</p>
<b>Completed By</b>	Chris Sperring – Principal Transport Policy Officer
<b>Authorised By</b>	Alec Gore – Transport Decarbonisation and Strategy Team Leader

Equity Impact Assessment

Date of Assessment	March 2025
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## Section 2: Detail of proposal

### Context / Background

Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.

Good transport is a vital factor in building sustainable local communities. This includes contributing towards safer and stronger communities, and improved equality and social inclusion through improved accessibility to services and facilities. Transport also plays an important role in supporting the local and national economy. However, transport is one of the largest polluting sectors and traffic can be a barrier to healthy lifestyles, so transport policy needs to strike the right balance.

The Local Transport Plan (LTP) has an important role in influencing and developing transport at a local level by outlining the District's transport policies and investment priorities. The fourth LTP, covering the period 2025-2040, needs to consider national and local transport priorities.

Since the current Local Transport Plan 3 was published in 2011, the population in West Berkshire has increased around 5%. There have also been major technological advancements relating to digital access that have transformed how people work and access services. More people can work from home and there is a greater use of online shopping and accessing facilities, such as healthcare.

There has also been an increased emphasis on Climate Change and the need at all levels to reduce carbon emissions. This can be seen through national strategies and targets to introduce zero emission vehicles and encourage sustainable and active travel, and at the local level with the Council's declaration of a Climate Emergency in 2019 and publication of its Environment Strategy to guide the transition to net zero by 2030.

The new LTP4 has been developed around a vision that will deliver on local priorities for West Berkshire. This vision and associated objectives have been developed from national, regional and local strategies, engagement with officers and elected members in West Berkshire Council and refined to reflect feedback from public consultation.

This vision sets out the local priorities and associated objectives that the LTP will support, these are:

- Create Places for People
- Provide Sustainable Access for All
- Decarbonise Transport

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	<ul style="list-style-type: none"><li>• Support Sustainable Growth</li></ul>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The LTP has been developed to deliver on local priorities for West Berkshire, which are outlined in the objectives below. Both the vision and associated objectives have been developed from national, regional and local strategies, engagement with officers and elected members in West Berkshire Council and refined to reflect feedback from public consultation on the first consultation draft for the LTP4 in February 2023.</p> <p><b>Create Places for people</b></p> <ul style="list-style-type: none"><li>• A Vision Zero target so that no one to be killed or fatally injured on the West Berkshire road network</li><li>• Safer residential and town centre streets will support better places to live, encourage people to shop and eat locally and allow children and young people to walk/cycle to school safely</li><li>• These changes will contribute to increasing physical activity, benefitting people's health and improved wellbeing.</li></ul> <p><b>Sustainable Access for All</b></p> <ul style="list-style-type: none"><li>• Improve travel choices and facilitate easier journeys, by increasing access to public and shared transport, improved interchange and to improve the attractiveness of public transport vehicles.</li><li>• Support improved digital connectivity and facilitate the role of technology in helping people to access services and transforming the transport system.</li><li>• Provide a better-maintained network, including embracing technology, improved co-ordination and reducing the carbon impact of operating and maintaining the transport network.</li></ul>

### **Decarbonise Transport**

- Support the transition of the transport sector to net zero through a combination of infrastructure improvements and behavioural change.
- Supported by 50% of trips in Newbury and Thatcham to be made by active travel.
- As active or public transport is not feasible for every trip, we need cleaner fuels and the LTP4 will support access to zero emission charging and emission facilities.

### **Support Sustainable Growth**

- The movement of people, goods and services in and through the district is vital to the economy and the LTP aims to protect and enhance strategic connectivity.
- Support more sustainable movement of freight, including transition to more sustainable modes and management of freight in and through urban centres.
- Align with the Local Plan to support sustainable growth, including carbon neutral development.

The way people travel depends on a range of factors such as proximity to services, trip purpose and the standard of digital and/or transport infrastructure. These factors typically are heavily influenced by the 'place' that people live in. Taking this into account, the LTP4 then provides an outline as to how these objectives will be delivered across the district according to three place types.

- Newbury and Thatcham
- Rural areas (including villages and Hungerford falling within North Wessex Downs NLA)
- Eastern Area (including Theale and Calcot)

In addition to the place areas, there are fundamental aspects of the transport network, such as maintenance and strategic connectivity that apply across the whole of West Berkshire.



<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The development of the LTP4 Strategy has been underpinned by a robust evidence base comprising data across a range of different factors and travel modes. This data identifies existing conditions within West Berkshire, current challenges, opportunities, and suitable benchmarks against which the emerging LTP 4 should be considered. The supporting evidence base was made available on the Council website as part of the first draft consultation in February 2023.</p> <p><b>Accessibility</b></p> <p>Access to services – amenities, services and employment (including food store and healthcare) / Education / Education / Employment / Digital access (including people working from home) / Impacts of Covid-19 / Car ownership levels (split according to the three place areas)</p> <p><b>Population</b></p> <p>Current population (2021 Census data by place area, density, age group (including trends such as 33.8% increase in over-65 between 2011 &amp; 2021)) / Migration / Deprivation (based on IMD data) / Experian mosaic data (groups together of individuals likely to share similar demographics, lifestyles and behaviours) /</p> <p><b>Travel Trends</b></p> <p>Mode choice compared to national and regional averages / District-wide modal choice (2021 Census) / District-wide commuting trends / Travel trends and mode choice by place</p> <p><b>Active Travel</b></p> <p>Active Travel networks / 2021 Census walking and cycling usage / WBC Active Travel monitoring / Network planning (West Berkshire and Reading Urban Area LCWIP's)</p> <p><b>Public Transport</b></p> <p>Bus network / Community transport / Bus patronage (including 2021 Census data) / Bus service improvement plan (BSIP) / Rail (including station catchment areas and station accessibility (i.e., step-free access)) / Rail station patronage (based on ORR Station Usage data) / Travel to work data (2021 Census)</p> <p><b>Freight</b></p> <p>Road freight (including HGV flows on West Berkshire roads) / Rail freight</p> <p><b>Road traffic</b></p>
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	Traffic flows from WBC ATC sites
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p><b>Rolling the current LTP3 forward</b> – This is in effect a ‘do nothing scenario’, which would see the current LTP3 remaining in place beyond 2026. This approach was not considered as this would be unable to consider changes in transport and policy issues that have occurred since 2011 and would be considered contrary to the Local Transport Act 2000, which requires local transport authorities to keep LTPs up to date. This includes national and local strategies and targets for carbon reduction and transport’s role in helping to achieve net zero and increase use of digital connectivity which has allowed more people to work from home or remotely access services and facilities.</p> <p><b>LTP4 with a greater ‘carbon-focused’ approach</b> – This scenario would seek to deliver higher levels of carbon reduction through more widespread active travel and public transport measures, along with potential options to manage the demand of vehicular travel. The outcomes would include greater levels of accessibility for all and a greater reduction in the amount of greenhouse gases produced at the local level. This approach was not considered to be deliverable as it was considered highly unlikely that there would be the level of funding or resources available to effectively design and deliver the number of schemes associated with this option. In addition, some of the potential measures aimed at curbing vehicular use may not have the level of local support.</p> <p>The current proposed approach supports the Council’s Environment Strategy. It contributes to delivering the Council’s pathway to net zero and also supports the district to reach net zero as soon as practicable. What is proposed is a balanced approach that seeks to deliver net zero whilst recognising the varied nature of West Berkshire and the need to be connected and have good travel choices.</p> <p>To have an even greater carbon-focused approach would require significantly higher levels of funding than currently proposed in the LTP4 Strategy and is likely to not recognise so well the needs of our different communities.</p>

## Section 3: Impact Assessment - Protected Characteristics

## Equity Impact Assessment

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LTP4 will help to deliver greater modal choice and safer transport networks for all age groups, particularly younger and older people, who are more likely to be more reliant on public transport and active travel networks.			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Measures delivered by the LTP4 will help to create better transport options for disabled people through developing improved accessibility for local transport networks and public transport, and improved information for transport users.			
Gender Reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The objectives of the LTP4 are unlikely to have any more or less of an impact on a person due to gender reassignment.			

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<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Due to its high-level and indirect impact on transport users that are in a marriage or civil partnership, the LTP4 is deemed to potentially have a neutral impact.			
<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Some positive impacts may arise for pregnancy and maternity through increased number of dropped kerbs and improved footpath maintenance, particularly for those with younger children in pushchairs.			
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Due to its high-level and indirect impact on transport users, the LTP4 is deemed to potentially have a neutral impact as it would be unlikely to have any more or less of an impact on a person due to their race.			

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<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All people are likely to benefit from the LTP4 associated objectives. Specifically, improvements to safety will be beneficial for women and girls who are disproportionately exposed to issues of gender-based violence on the streets and public transport services.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The objectives of the LTP4 are unlikely to have any more or less of an impact on a person due to their sexual orientation.			
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The objectives of the LTP4 are unlikely to have any more or less of an impact on a person due to their religion or belief.			

## Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LTP4 objectives will seek to improve transport provision for rural communities. This may include developing public transport provision in line with the BSIP, improvements to digital access for improved access to services and homeworking and promoting safer active travel routes in rural areas and connections to urban areas.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The cost of private car transport can be unaffordable for some lower income households. The LTP4 will look to increase / improve active travel			

## Equity Impact Assessment

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				and public transport (bus) networks.			
Displaced communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The objectives of the LTP4 are unlikely to have any more or less of an impact on displaced communities			
Care experienced people	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The objectives of the LTP4 are unlikely to have any more or less of an impact on care experienced people.			
The Armed Forces Community	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The objectives of the LTP4 are unlikely to have any more or less of an impact on the Armed Forces community.			



## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	<b>March 2030</b> (whilst no adverse impacts have been identified in this assessment, we will continue to review progress and assess if new impacts emerge that were not foreseeable).
<b>Person Responsible for Review</b>	Alec Gore – Transport Decarbonisation and Strategy Team Leader
<b>Authorised By</b>	Jenny Graham – Environment Delivery Manager

EDI employee related EQiA's should now be sent to Human Resources [hrenquiries@westberks.gov.uk](mailto:hrenquiries@westberks.gov.uk)

## Equity Impact Assessment